SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

20

TIME TABLE

FOR THE

WESTERN DIVISION FERRIES
AND SUBURBAN TRAINS.

To Take Effect Saturday, August 1st, 1908, at 4:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this timetable at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

(Berryman Line—Via Adeline and Shattuck Streets.)

Location of Water Stations and Interlocking Towers.	FIRST CLASS																			Distance from San Francisco	Time Table No. 20 August 1, 1908
	418	620	416	618	414	616	412	614	410	612	408	610	406	608	404	606	402	604	602		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday.		**STATIONS**
	8.20AM		8.00AM		7.40AM		7.20AM		7.00AM		6.40AM		6.20AM		6.00AM		No S. F. connection.			0.0	Via Oak. Ferry. DN **SAN FRANCISCO**
	8.38		8.18		7.58		7.38		7.18		6.58		6.38		6.18					4.5	4.5 DN **OAKLAND PIER**
I. T W	8.40AM		8.20AM		8.00AM		7.40AM		7.20AM		7.00AM		6.40AM		6.20AM		5.50AM			4.5	Automatic Block — Double Track: DN **OAKLAND PIER**
I. T	s 8.44		s 8.24		s 8.04		s 7.44		s 7.24		s 7.04		s 6.44		s 6.24		s 5.55			6.5	2.0 P **OAKLAND** (16th St.)
I. T	8.44	8.26AM	8.24	8.06AM	8.04	7.46AM	7.44	7.26AM	7.24	7.06AM	7.04	6.46AM	6.44	6.26AM	6.24	No S. F. connection.	5.55	No S. F. connection	No S. F. connection	6.5	P **OAKLAND** (16th St.)
W	8.49	s 8.32	8.29	s 8.12	8.09	s 7.52	7.49	s 7.32	7.29	s 7.12	7.09	s 6.52	6.49	s 6.32	6.29	No stops	6.00	No stops	No stops	8.0	1.5 **SHELL MOUND**
W		**8.32**		**8.12**		**7 52**		**7.32**		**7.12**		**6.52**		**6.32**		**6.12**AM			**5.32**AM	8.0	**SHELL MOUND**
		s 8.43		Foot-note s **8.23**		Foot-note s **8.03**		Foot-note s **7.43**		Foot-note s **7.23**		Foot-note s **7.03**		Foot-note s **6.43**		**6.20**AM		5.35AM	5.38	10.4	2.4 P WEST BERKELEY
		8.45AM		8.25AM		8.05AM		7.45AM		7.25AM		7.05AM		6.45AM				**5.40**AM	**5.40**AM	11.2	0.8 **CORBIN**
W I. T	8.49		8.29		8.09		7.49		7.29		7.09		6.49		6.29		6.00			8.0	Double Track: **SHELL MOUND** A. T. & S. F. Crossing
	s 9.00		s 8.40		s 8.20		s 8.00		s 7.40		s 7.20		s 7.00		s 6.40		s **6.11**			11.0	3.0 P BERKELEY
W	**9.04**AM		**8.44**AM		**8.24**AM		**8.04**AM		**7.44**AM		**7.24**AM		**7.04**AM		**6.44**AM		**6.14**AM			11.7	0.7 P **BERRYMAN**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday.		
	0.24	0.17	0.24	0.19	0.24	0.19	0.24	0.19	0.24	0.19	0.24	0.19	0.24	0.19	0.24	0.08	0.24	0.05	0.08		Time over District
	18.05	13.85	18.05	14.72	18.05	14.72	18.05	14.72	18.05	14.72	18.05	14.72	18.05	14.72	18.05	18.41	18.05	8.76	24.15		Average speed per hour
	18	27	21	28	20	26	19	27	18	28	21	26	20	27	19	26	18	26	26		☞ Daily run

	446	444	442	630	440	438	436	628	434	432	430	626	428	426	424	624	422	420	622		**STATIONS**
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	1.00PM	12.40PM	12.20PM		12.00M	11.40AM	11.20AM		11.00AM	10.40AM	10.20AM		10.00AM	9.40AM	9 20AM		9.00AM	8.40AM		0.0	DN **SAN FRANCISCO**
	1.18	12.58	12.38		12.18PM	11.58AM	11.38		11.18	10.58	10.38		10.18	9.58	9.38		9.18	8.58		4.5	4.5 DN **OAKLAND PIER**
I. T W	1.20PM	1.00PM	12.40PM		12.20PM	11.59AM	11.40AM		11.20AM	11.00AM	10.40AM		10.20AM	10.00AM	9.40AM		9.20AM	9.00AM		4.5	Automatic Block — Double Track: DN **OAKLAND PIER**
I. T	s 1.24	s 1.04	s 12.44		s 12.24	s 12.05PM	s 11.44		s 11.24	s 11.04	s 10.44		s 10.24	s 10.04	s 9.44		s 9.24	s 9.04		6.5	2.0 P **OAKLAND** (16th St.)
	1.24	1.04	12.44	12.26PM	12.24	12.05	11.44	11.26AM	11.24	11.04	10.44	10.26AM	10.24	10.04	9.44	9.26AM	9.24	9.04	8.46AM	6.5	P **OAKLAND** (16th St.)
	1.29	1.09	12.49	s 12.32	12.29	12.09	11.49	s 11.32	11.29	11.09	10.49	s 10.32	10.29	10.09	9.49	s 9.32	9.29	9.09	s 8.52	8.0	1.5 **SHELL MOUND**
W				12.32				11.32				10.32				9.32			8.52	8.0	**SHELL MOUND**
				s 12.43				11.43AM				s 10.43				s 9.43			Foot-note s **9.03**	10.4	2.4 P WEST BERKELEY
				12.45PM								10.45AM				9.45AM			9.05AM	11.2	0.8 **CORBIN**
W I. T	1.29	1.09	12.49		12.29	12.09	11.49AM		11.29	11.09	10.49		10.29	10.09	9.49		9 29	9.09		8.0	Double Track: **SHELL MOUND** A. T. & S. F. Crossing
	s 1.40	s 1.20	s 1.00		s 12.40	s 12.20	s 12 01PM		s 11.40	s 11.20	s 11.00		s 10.40	s 10.20	s 10.00		s 9.40	s 9.20		11.0	3.0 P BERKELEY
W	**1.44**PM	**1.24**PM	**1.04**PM		**12.44**PM	**12.24**PM	**12.04**PM		**11.44**AM	**11.24**AM	**11.04**AM		**10.44**AM	**10.24**AM	**10.04**AM		**9.44**AM	**9.24**AM		11.7	0.7 P **BERRYMAN**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	0.24	0.24	0.24	0.19	0.24	0.23	0.24	0.17	0.24	0.24	0.24	0.19	0.24	0.24	0.24	0.19	0.24	0.24	0.19		Time over District
	18.05	18.05	18.05	14.40	18.05	18.83	18.05	13.87	18.05	18.05	18.05	14.72	18.05	18.05	18.05	14.72	18.05	18.05	14.72		Average speed per hour
	22	19	18	26	21	20	19	26	18	21	20	26	19	18	21	27	20	19	26		☞ Daily run

Trains must not exceed 10 miles per hour between Bancroft Way and University Avenue, City of Berkeley. See pages 6 and 7 for stops.

FOOT-NOTE.—Westward trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (scheduled) leaving time, for such train.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

TOWARD SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Berryman and West Berkeley.

(Berryman Line—Via Adeline and Shattuck Streets.)

Time Table No. 20 August 1, 1908		Distance from Berryman and West Berkeley	FIRST CLASS																		
			607	401	609	403	611	405	613	407	615	409	617	411	619	413	621	415	623	417	625
	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Ferry Via Oak.	DN **SAN FRANCISCO** 4.5	11.7		6.08AM		6.28AM		6.48AM		7.08AM		7.28AM		7.48AM		8.08AM		8.28AM		8.48AM	
	DN **OAKLAND PIER**	7.2		5.48		6.08		6.28		6.48		7.08		7.28		7.48		8.08		8.28	
Automatic Block / Double Track	DN **OAKLAND PIER** 2.0	7.2		5.46AM		6.06AM		6.26AM		6.46AM		7.06AM		7.26AM		7.46AM		8.06AM		8.26AM	
	P **OAKLAND** (16th St.)	5.2		5.41		6.01		6.21		6.41		7.01		7.21		7.41		8.01		8.21	
	P **OAKLAND** (16th St.) 1.5	5.2		s 5.41		s 6.01	6.18AM	s 6.21	6.38AM	s 6.41	6.58AM	s 7.01	7.18AM	s 7.21	7.38AM	s 7.41	7.58AM	s 8.01	8.18AM	s 8.21	8.38AM
	SHELL MOUND	3.7		5.36		5.56	6.12	6.16	6.32	6.36	6.52	6.56	7.12	7.16	7.32	7.36	7.52	7.56	8.12	8.16	8.32
	SHELL MOUND 2.4	3.2	s **5.30AM**		s 5.55AM		s **6.12**		s **6.32**		s **6.52**		s **7.12**		s **7.32**		s **7.52**		s **8.12**		s **8.32**
	P WEST BERKELEY 0.8	0.8	5.22AM		s 5.45		6.03AM		**6.23AM**		Foot-note **6.43AM**		Foot-note s **7.03**		Foot-note s **7.23**		Foot-note s **7.43**		Foot-note s **8.03**		Foot-note s **8.23**
	CORBIN	0.0			**5.42AM**								7.00AM		7.20AM		7.40AM		8.00AM		8.20AM
Double Track	**SHELL MOUND** A. T. & S. F. Crossing 3.0	3.7		s 5.36		s 5.56		6.16		6.36		6.56		7.16		7.36		7.56		8.16	
	P BERKELEY 0.7	0.7		s 5.27		s 5.47		s **6.07**		s 6.27		s 6.47		s 7.07		s 7.27		s 7.47		s 8.07	
	P **BERRYMAN**	0.0		5.25AM		5.45AM		6.05AM		**6.25AM**		**6.45AM**		**7.05AM**		**7.25AM**		**7.45AM**		**8.05AM**	
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		0.08	0.21	0.13	0 21	0.15	0.21	0.15	0.21	0.15	0.21	0.18	0.21	0.15	0.21	0.18	0.21	0.18	0.21	0.15
	Average speed per hour		18.41	20.63	14.86	20.63	15.72	20.63	15.72	20.63	15.72	20.63	15.51	20.63	15.72	20.63	15.53	20.63	15.53	20.63	15.72
	Daily run ☞		26	18	26	19	27	20	26	21	28	18	27	19	26.	20	28	21	27	18	26

	STATIONS		677	419	421	627	423	425	427	629	679	429	431	433	631	435	437	439	633	441	443
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	DN **SAN FRANCISCO** 4.5	11.7		9.08AM	9.28AM		9.48AM	10.08AM	10.28AM			10.48AM	11.08AM	11.28AM		11.48AM	12.08PM	12.28PM		12.48PM	1.08PM
	DN **OAKLAND PIER**	7.2		8.48	9.08		9.28	9.48	10.08			10.28	10.48	11.08		11.28	11.48AM	12.08		12.28	12.48
Automatic Block / Double Track	DN **OAKLAND PIER** 2.0	7.2		8.46AM	9.06AM		9.26AM	9.46AM	10.06AM			10.26AM	10.46AM	11.06AM		11.26AM	11.46AM	12.06PM		12.26PM	12.46PM
	P **OAKLAND** (16th St.)	5.2		8.41	9.01		9.21	9.41	10.01			10.21	10.41	11.01		11.21	11.41	12.01		12.21	12.41
	P **OAKLAND** (16th St.) 1.5	5.2	No S. F. Connection.	s 8.41	s 9.01	9.18AM	s 9.21	s 9.41	s 10.01	10.18AM	No S. F. Connection.	s 10.21	s 10.41	s 11.01	11.18AM	s 11.21	s 11.41	s 12.01PM	12.18PM	s 12.21	s 12.41
	SHELL MOUND	3.7		8.36	8.56	9.12	9.16	9.36	9.56	10.12		10.16	10.36	10.56	11.12	11.16	11.36	11.56AM	12.12	12.16	12.36
	SHELL MOUND 2.4	3.2				s 9.12				s 10.12					s 11.12				s 12.12		
	P WEST BERKELEY 0.8	0.8	8.30AM			Foot-note s **9.03**				10.03 9.11	9.50AM				s 11.03				12.03PM		
	CORBIN	0.0	8.27AM			9.00AM				9.08AM	9.47AM				11.00AM						
Double Track	**SHELL MOUND** A. T. & S. F. Crossing 3.0	3.7		8.36	8.56		9.16	9.36	9.56			10.16	10.36	10.56		11.16	11.36	11.56		12.16	12.36
	P BERKELEY 0.7	0.7		s 8.27	s 8.47		s 9.07	s 9.27	s 9.47			s 10.07AM	s 10.27	s 10.47		s 11.07	s 11.27	s 11.47		s 12.07	s 12.27
	P **BERRYMAN**	0.0		**8.25AM**	**8.45AM**		**9.05AM**	**9.25AM**	**9.45AM**			**10.05AM**	**10.25AM**	**10.45AM**		**11.05AM**	**11.25AM**	**11.45AM**		**12.05PM**	**12.25PM**
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		.03	0.21	0.21	0.18	0.21	0.21	0.21	0.08	.03	0.21	0.21	0.21	0.18	0.21	0.21	0.21	0.15	0.21	0.21
	Average speed per hour		15.20	20.63	20.63	15.51	20.63	20.63	20.63	15.72	15.20	20.63	20.63	20.63	15.72	20.63	20.63	20.63	15.72	20.63	20.63
	Daily run ☞		28	19	20	27	21	18	19	26	27	20	21	18	26	19	20	21	26	18	19

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See pages 6 and 7 for stops.

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Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Berryman and West Berkeley.

Suburban Trains.

(Berryman Line—Via Adeline and Shattuck Streets.)

Time Table No. 20

August 1, 1908

FIRST CLASS

Location of Water Stations and Interlocking Towers.	644	470	642	468	640	466	638	464	462	460	636	458	456	454	634	452	450	448	632	Distance from San Francisco			STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		5.00PM		4.40PM		4.20PM		4.00PM	3.40PM	3.20PM		3.00PM	2.40PM	2.20PM		2.00PM	1.40PM	1.20PM		0.0	Via Oak. Ferry	DN	**SAN FRANCISCO** 4.5
		5.18		4.58		4.38		4.18	3.58	3.38		3.18	2.58	2.38		2.18	1.58	1.38		4.5		DN	**OAKLAND PIER**
I. T. W		5.20PM		5.00PM		4.40PM		4.20PM	4.00PM	3.40PM		3.20PM	3.00PM	2.40PM		2.20PM	2.00PM	1.40PM		4.5	Automatic Block / Double Track	DN	**OAKLAND PIER** 2.0
I. T.		s 5.24		s 5.04		s 4.44		s 4.24	s 4.04	s 3.44		s 3.24	s 3.04	s 2.44		s 2.24	s 2.04	s 1.44		6.5		P	**OAKLAND** (16th St.)
I. T.	5.26PM	5.24	5.06PM	5.04	4.46PM	4.44	4.26PM	4.24	4.04	3.44	3.26PM	3.24	3.04	2.44	2.26PM	2.24	2.04	1.44	1.26PM	6.5		P	**OAKLAND** (16th St.) 1.5
W	s 5.32	5.29	s 5.12	5.09	s 4.52	4.49	s 4.32	4.29	4.09	3.49	s 3.32	3.29	3.09	2.49	s 2.32	2.29	2.09	1.49	s 1.32	8.0			**SHELL MOUND**
W	**5.32**		**5.12**		**4.52**		**4.32**				3.32				2.32				1.32	8.0			**SHELL MOUND** 2.4
	Foot-note s **5.43**		Foot-note s **5.23**		Foot-note s **5.03**		Foot-note s **4.43**				s 3.43				s 2.43 x				s 1.43	10.4		P	WEST BERKELEY 0.8
	5.45PM		5.25PM		5.05PM		4.45PM				3.45PM				2.45PM				1.45PM	11.2			**CORBIN**
W I. T.		5.29		5.09		4.49		4.29	4.09	3.49		3.29	3.09	2.49		2.29	2.09	1.49		8.0	Double Track		**SHELL MOUND** A. T. & S. F. Crossing 3.0
		s 5.40		s 5.20		s 5.00		s 4.40	s 4.20	s 4.00		s 3.40	s 3.20	s 3.00		s 2.40	s 2.20	s 2.00		11.0		P	BERKELEY 0.7
W		**5.44PM**		**5.24PM**		**5.04PM**		**4.44PM**	**4.24PM**	**4.04PM**		**3.44PM**	**3.24PM**	**3.04PM**		**2.44PM**	**2.24PM**	**2.04PM**		11.7		P	**BERRYMAN**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	0.19	0.24	0.19	0.24	0.19	0.24	0.19	0.24	0.24	0.24	0.19	0.24	0.24	0.24	0.19	0.24	0.24	0.24	0.19				Time over District
	14.71	18.05	14.71	18.05	14.71	18.05	14.40	18.05	18.05	18.05	14.80	18.05	18.05	18.05	14.80	18.05	18.05	18.05	14.80				Average speed per hour
	29	22	27	23	28	24	29	25	22	23	29	24	21	22	26	19	24	21	26				☞ Daily run

Location of Water Stations and Interlocking Towers.	488	660	486	658	484	656	482	654	480	652	478	650	476	648	504	474	646	502	472	Distance from San Francisco			STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily Except Sat. & Sun.	Leave Daily				
	9.00PM		8.20PM		7.40PM		7.00PM		6.40PM		6.20PM		6.00PM			5.40PM			5.20PM	0.0		DN	**SAN FRANCISCO** 4.5
	9.18		8.38		7.58		7.18		6.58		6.38		6.18			5.58			5.38	4.5		DN	**OAKLAND PIER**
I. T. W	9.20PM		8.40PM		8.00PM		7.20PM		7.00PM		6.40PM		6.20PM		6.01PM	* 6.00PM		5.41PM	*5.40PM	4.5	Automatic Block / Double Track	DN	**OAKLAND PIER** 2.0
I. T.	s 9.24		s 8.44		s 8.04		s 7.24		s 7.04		s 6.44		s 6.24		s 6.05	s 6.04		s 5.45	s 5.44	6.5		P	**OAKLAND** (16th St.)
	9.24	8.46PM	8.44	8.06PM	8.04	7.26PM	7.24	7.06PM	7.04	6.46PM	6.44	6.26PM	6.24	6.07PM	6.05	6.04	5.47PM	5.45	5.44	6.5		P	**OAKLAND** (16th St.) 1.5
W	9.29	s 8.52	8.49	s 8.12	8.09	s 7.32	7.29	s 7.12	7.09	s 6.52	6.49	s 6.32	6.29	s 6.12	6.11	6.09	s 5.52	5.51	5.49	8.0			**SHELL MOUND**
W		8.52		8.12		7.32		**7.12**		**6.52**		**6.32**		**6.12**			**5.52**			8.0			**SHELL MOUND** 2.4
		9.02PM		8.22PM		7.42PM		7.23PM		Foot-note **7.03PM**		Foot-note s **6.43**		Foot-note s **6.23**			Foot-note s **6.03**			10.4			WEST BERKELEY 0.8
												6.45PM		6.25PM			6.05PM			11.2			**CORBIN**
W I. T.	9.29		8.49		8.09		7.29		7.09		6.49		6.29		6.11	6.09		5.51	5.49	8.0	Double Track		**SHELL MOUND** A. T. & S. F. Crossing 3.0
	s 9.40		s 9.00		s 8.20		s 7.40		s 7.20		s 7.00		s 6.40		6.25PM	s 6.20		6.05PM	s 6.00	11.0		P	BERKELEY 0.7
W	**9.44PM**		**9.04PM**		**8.24PM**		**7.44PM**		**7.24PM**		**7.04PM**		**6.44PM**			**6.24PM**			**6.04PM**	11.7		P	**BERRYMAN**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sat.&Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sat.&Sun	Arrive Daily				
	0.24	0.16	0.24	0.16	0.24	0.17	0.24	0.17	0.24	0.17	0.24	0.19	0.24	0.18	0.24	0.24	0.18	0.24	0.24				Time over District
	18.05	14.74	18.05	14.74	18.05	13.88	18.05	13.88	18.05	13.88	18.05	14.71	18.05	15.01	16.00	18.05	15.01	16.00	18.05				Average speed per hour
	23	29	25	29	23	29	24	27	25	28	22	29	23	27	21	24	28	19	25				☞ Daily run

FOOT-NOTE.—Westward trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (scheduled) leaving time, for such train.
Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.
Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

See pages 6 and 7 for stops.

* Nos. 472 and 474 Daily Except Saturday and Sunday will not stop between Oakland Pier and Ashby Avenue inclusive; Nos. 502 and 504 making all stops.

TOWARD SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Berryman and West Berkeley.

Westward.

(Berryman Line—Via Adeline and Shattuck Streets.)

Time Table No. 20 August 1, 1908		Distance from Berryman and West Berkeley	FIRST CLASS																		
			445	**635**	**447**	**449**	**451**	**637**	**453**	**455**	**457**	**639**	**459**	**461**	**463**	**641**	**465**	**643**	**467**	**645**	**469**
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 4.5	Ferry Via Oak.	11.7	1.28PM		1.48PM	2.08PM	2.28PM		2.48PM	3.08PM	3.28PM		3.48PM	4.08PM	4.28PM		4.48PM		5.08PM		5.28PM
DN **OAKLAND PIER**		7.2	1.08		1.28	1.48	2.08		2.28	2.48	3.08		3.28	3.48	4.08		4.28		4.48		5.08
DN **OAKLAND PIER** 2.0	Automatic Block Double Track	7.2	1.06PM		1.26PM	1.46PM	2.06PM		2.26PM	2.46PM	3.06PM		3.26PM	3.46PM	4.06PM		4.26PM		4.46PM		5.06PM
P **OAKLAND** (16th St.)		5.2	1.01		1.21	1.41	2.01		2.21	2.41	3.01		3.21	3.41	4.01		4.21		4.41		5.01
OAKLAND (16th St.) 1.5		5.2	s 1.01	1.18PM	s 1.21	s 1.41	s 2.01	2.18PM	s 2.21	s 2.41	s 3.01	3.18PM	s 3.21	s 3.41	s 4.01	4.18PM	s 4.21	4.38PM	s 4.41	4.58PM	s 5.01
P **SHELL MOUND**		3.7	12.56	1.12	1.16	1.36	1.56	2.12	2.16	2.36	2.56	3.12	3.16	3.36	3.56	4.12	4.16	4.32	4.36	4.52	4.56
SHELL MOUND 2.4		3.2		s 1.12				s 2.12				s 3.12				s 4.12		s **4.32**		s **4.52**	
P WEST BERKELEY 0.8		0.8		s 1.03				s 2.03				s 3.03				s 4.03		4.23PM		Foot-note **4.43PM**	
CORBIN		0.0		1.00PM				2.00PM				3.00PM				4.00PM					
SHELL MOUND A. T. & S. F. Crossing 3.0	Double Track	3.7	12.56		1.16	1.36	1.56		2.16	2.36	2.56		3.16	3.36	3.56		4.16		4.36		4.56
P BERKELEY 0.7		0.7	s 12.47		s 1.07	s 1.27	s 1.47		s 2.07	s 2.27	s 2.47		s 3.07	s 3.27	s 3.47		s 4.07		s 4.27		s 4.47
P **BERRYMAN**		0.0	**12.45PM**		**1.05PM**	**1.25PM**	**1.45PM**		**2.05PM**	**2.25PM**	**2.45PM**		**3.05PM**	**3.25PM**	**3.45PM**		**4.05PM**		**4.25PM**		**4.45PM**
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District.			0.21	0.18	0.21	0.21	0.21	0.18	0.21	0.21	0.21	0.18	0.21	0.21	0.21	0.18	0.21	0.15	0.21	0.15	0.21
Average speed per hour.			20.63	15.53	20.63	20.63	20.63	15.54	20.63	20.63	20.63	15.54	20.63	20.63	20.63	15.54	20.63	15.72	20.63	15.72	20.63
Daily run.☞			22	26	21	24	19	26	22	21	24	29	23	22	25	29	24	28	23	27	22

STATIONS			**647**	**471**	**649**	**473**	**651**	**475**	**653**	**477**	**501**	**655**	**479**	**503**	**657**	**481**	**659**	**483**	**661**	**485**	**663**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 4.5		11.7		5.48PM		6.08PM		6.28PM		6.48PM	No Stops		7.08PM	No Stops		7.28PM		7.48PM		8.28PM	
DN **OAKLAND PIER**		7.2		5.28		5.48		6.08		6.28	No S. F. connection.		6.48	No. S. F. connection.		7.08		7.28		8.08	
DN **OAKLAND PIER** 2.0	Automatic Block Double Track	7.2		5.26PM		5.46PM		6.06PM		6.26PM	6.32PM		6.46PM	6.52PM		7.06PM		7.26PM		8.06PM	
P **OAKLAND** (16th St.)		5.2		5.21		5.41		6.01		6.21	6.26		6.41	6.46		7.01		7.21		8.01	
OAKLAND (16th St.) 1.5		5.2	5.18PM	s 5.21	5.38PM	s 5.41	5.58PM	s 6.01	6.18PM	s 6.21	6.26	6.38PM	s 6.41	6.46	6.58PM	s 7.01	7.18PM	s 7.21	7.58PM	s 8.01	8.42PM
P **SHELL MOUND**		3.7	5.12	5.16	5.32	5.36	5.52	5.56	6.12	6.16	6.21	6.32	6.36	6.41	6.52	6 56	7.12	7.16	7.52	7.56	8.36
SHELL MOUND 2.4		3.2	s **5.12**		s **5.32**		s **5.52**		s **6.12**			s **6.32**			s **6.52**		s **7.12**		s 7.52		s 8.36
P WEST BERKELEY 0.8		0.8	Foot-note s **5.03**		Foot-note s **5.23**		Foot-note s **5.43**		Foot-note s **6.03**			Foot-note s **6.23**			Foot-note s **6.43**		Foot-note s **7.03**		7.43PM		8.27PM
CORBIN		0.0	5.00PM		5.20PM		5.40PM		6.00PM			6.20PM			6.40PM		7.00PM				
SHELL MOUND A. T. & S. F. Crossing 3.0	Double Track	3.7		5.16		5.36		5.56		6.16	6.21		6.36	6.41		6.56		7.16		7.56	
P BERKELEY 0.7		0.7		s 5.07		s 5.27		s 5.47		s 6.07	6.12PM		s 6.27	6.32PM		s 6.47		s 7.07		s 7.47	
P **BERRYMAN**		0.0		**5.05PM**		**5.25PM**		**5.45PM**		**6.05PM**			**6.25PM**			**6.45PM**		**7.05PM**		**7.45PM**	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Sat.&Sun	Leave Daily	Leave Daily	Leave Daily Ex.Sat.&Sun	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District.			0.18	0.21	0.18	0.21	0.18	0.21	0.18	0.21	0.20	0.18	0.21	0.20	0.18	0.21	0.18	0.21	0.15	0.21	0.15
Average speed per hour.			15.54	20.63	15.54	20.63	15.54	20.63	15.54	20.63	19.23	15.54	20.63	19.23	15.54	20.63	15.54	20.63	15.72	20.63	15.72
Daily run.☞			29	25	28	24	27	23	29	22	19	28	25	21	27	24	29	23	29	25	29

See pages 6 and 7 for stops.

FOOT-NOTE.—Westward trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (scheduled) leaving time, for such train.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FROM SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Berryman and West Berkeley.

(Berryman Line—Via Adeline and Shattuck Streets.)

Location of Water Stations and Interlocking Towers.	FIRST CLASS												Distance from San Francisco		Time Table No. 20 August 1, 1908	
	500	672	498	670	496	668	494	666	492	664	490	662				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
	1.20AM		12.20AM		11.40PM		11.00PM		10.20PM		9.40PM		0.0	Via Oak. Ferry	DN **SAN FRANCISCO** 4.5	
	1.38		12.38		11.58PM		11.18		10.38		9.58		4.5		DN **OAKLAND PIER**	
I. T W	1.40AM		12.40AM		11.59PM		11.20PM		10.40PM		10.00PM		4.5	Automatic Block	DN **OAKLAND PIER** 2.0	Double Track
I. T	s 1.44		s 12.44		s 12.05AM		s 11.24		s 10.44		s 10.04		6.5		P **OAKLAND** (16th St.)	
I. T	1.44	12.46AM	12.44	12.07AM	12.05	11.26PM	11.24	10.46PM	10.44	10.06PM	10.04	9.26PM	6.5		P **OAKLAND** (16th St.) 1.5	
W	s 1.49	s 12.52	12.49	s 12.13	12.10	s 11.32	11.29	s 10.52	10.49	s 10.12	10.09	s 9.32	8.0		**SHELL MOUND**	
W		12.52		12.13		11.32		10.52		10.12		9.32	8.0		**SHELL MOUND** 2.4	
		1.02AM		12.23AM		11.42PM		11.02PM		10.22PM		9.42PM	10.4		P WEST BERKELEY 0.8	
													11.2		**CORBIN**	
W I. T.	1.49		12.49		12.10		11.29		10.49		10.09		8.0		**SHELL MOUND** A, T. & S. F. Crossing 3.0	Double Track
	s 2.00		s 1.00		s 12.20		s 11.40		s 11.00		s 10.20		11.0		P BERKELEY 0.7	
W	2.04AM		1.04AM		12.24AM		11.44PM		11.04PM		10.24PM		11 7		P **BERRYMAN**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	0.24	0.16	0.24	0.16	0.23	0.16	0.24	0.16	0.24	0.16	0.24	0.16			Time over District	
	18.05	14.74	18.05	14.74	18.83	14.74	18.05	14.74	18.05	14.74	18.05	14.74			Average speed per hour	
	25	29	25	29	23	29	25	29	23	29	25	29			☞ Daily run	

Trains must not exceed 10 miles per hour between Bancroft Way and University Avenue, City of Berkeley.

At Shell Mound, the eastward Berryman line train will have preference to station.

Trains meeting at Berryman and West Berkeley must use care to avoid injury to passengers. Westward train must vacate the main track for opposing train, and stand east of street-crossing. Train arriving, if necessary stop west of street-crossing.

Trains at West Berkeley line when meeting at Shell Mound will meet on double track west of cross-over west of Switch house.

Should train from San Francisco (excepting 478, 482 and 496) be held at Berkeley until it is ten (10) minutes behind its schedule time by an overdue westward train from Berryman, it will take the opposite track and return to Oakland Pier, protecting itself against the overdue train from Berryman when switching to opposite track.

Should West Berkeley line train from San Francisco (excepting 618, 624, 652 and 654) be held at Shell Mound station until it is twenty (20) minutes behind its schedule time by an overdue westward train from West Berkeley, it will take the opposite track and return to Oakland (16th St.), protecting itself against the overdue train and train from Berryman when switching to opposite track.

When 20-minute service is running, should westward train from Corbin scheduled to meet an opposing eastward train at West Berkeley be 5 minutes or more late, eastward train will turn at West Berkeley, taking number and rights of such delayed westward train, leaving written information of such movement; the delayed westward train taking schedule and number of train that turned westward.

TRAINS WILL STOP AS FOLLOWS:

BERRYMAN LINE—San Pablo Avenue, Alcatraz Avenue, Ashby, Dwight Way.
All trains except No. 402. See Note page 4, Nos. 472 and 474.
No. 500 will stop at Shell Mound.
On Saturdays and Sundays, 472 and 474 will make all stops.

WEST BERKELEY LINE—B Street, Emery, Stockyards, Potter and Posen.

CARLETON—Nos. 614, 616, 618, 620 make regular stop. All other trains stop on signal except Nos. 602 and 606.

FOOT-NOTE.—Westward trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (scheduled) leaving time, for such train.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

TOWARD SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Berryman and West Berkeley.

(Berryman Line—Via Adeline and Shattuck Streets.)

Time Table No. 20 August 1, 1908		Distance from Berryman and West Berkeley	FIRST CLASS												
			487	665	489	667	491	669	493	671	495	673	497	675	499
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 4.5	Ferry Via Oak.	11.7	9.18PM		9.58PM		10.38PM		11.18PM		11.58PM		12.43AM		No S. F. connection
DN **OAKLAND PIER**		7.2	8.58		9.38		10.18		10.58		11.38		12.23		
DN **OAKLAND PIER** 2.0	Automatic Block Double Track	7.2	8.56PM		9.36PM		10.16PM		10.56PM		11.36PM		12.21AM	No S. F. connection No stops	1.26AM
P **OAKLAND** (16th St.)		5.2	8.51		9.31		10.11		10.51		11.31		12.16		1.20
P **OAKLAND** (16th St.) 1.5		5.2	s 8.51	9.22PM	s 9.31	10.01PM	s 10.11	10.41PM	s 10.51	11.21PM	s 11.31	12.02AM	s 12.16	12.42AM	s 1.20AM
SHELL MOUND		3.7	8.46	9.16	9.26	9.55	10.06	10.35	10.46	11.15	11.26	11.56PM	12.10	12.36	1.15
SHELL MOUND 2.4		3.2		s 9.16		s 9.55		s 10.35		s 11.15		s 11.56		12.36	
P WEST BERKELEY 0.8		0.8		9.07PM		9.46PM		10.26PM		11.06PM		11.47PM		12.27AM	
CORBIN		0.0													
SHELL MOUND A. T. & S. F. Crossing 3.0	Double Track	3.7	8.46		9.26		10.06		10.46		11.26		12.10		1.15
P BERKELEY 0.7		0.7	s 8.37		s 9.17		s 9.57		s 10.37		s 11.17		s 12.01AM		s 1.07
P **BERRYMAN**		0.0	8.35PM		9.15PM		9.55PM		10.35PM		11.15PM		11.58PM		1.05AM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.23	0.15	0.21
Average speed per hour			20.63	15.72	20.63	15.70	20.63	15.72	20.63	1.72	20.63	15.70	18.83	15.70	20.63
Daily run ☞			23	29	25	29	23	29	25	29	23	29	25	29	25

Trains must not exceed ten miles per hour between Bancroft Way and University Ave., City of Berkeley.

At Shell Mound, the eastward Berryman line train will have preference to station.

Trains meeting at Berryman and West Berkeley must use care to avoid injury to passengers. Westward trains must vacate the main track for opposing train, and stand east of street-crossing. Train arriving, if necessary, stop west of street-crossing.

Trains of West Berkeley line when meeting at Shell Mound will meet on double track west of cross-over west of Switch house.

Should train from San Francisco (excepting 478, 482 and 496) be held at Berkeley until it is ten (10) minutes behind its schedule time by an overdue westward train from Berryman, it will take the opposite track and return to Oakland Pier, protecting itself against the overdue train from Berryman when switching to opposite track.

Should West Berkeley line train from San Francisco (excepting 618, 624, 652 and 654) be held at Shell Mound station until it is twenty (20) minutes behind its schedule time by an overdue westward train from West Berkeley, it will take the opposite track and return to Oakland (16 St.), protecting itself against the overdue train and train from Berryman when switching to opposite track.

When 20-minute service is running, should westward train from Corbin scheduled to meet an opposing eastward train at West Berkeley be 5 minutes or more late, eastward train will turn at West Berkeley, taking number and rights of such delayed westward train, leaving written information of such movement; the delayed westward train taking schedule and number of train that turned westward.

TRAINS WILL STOP AS FOLLOWS:

BERRYMAN LINE—San Pablo Avenue, Alcatraz Avenue, Ashby, Dwight Way.
All trains except Nos. 499, 501, 503. See Foot Note, page 4, Nos. 472 and 474.
Nos. 401, 403 will make stops at Shell Mound, Emery and B Street.

WEST BERKELEY LINE—B Street, Emery, Stockyards, Potter and Posen.
All trains except No. 675.

CARLTON—Nos. 647, 649, and 651 will make regular stop; all others stop on signal except No. 675.

FOOT-NOTE.—Westward trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (scheduled) leaving time, for such train.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Oakland, Fruitvale and Melrose.

(Via Seventh Street.)

Suburban Trains.

Location Water Stations and Interlocking Towers	FIRST CLASS																			Distance from San Francisco			Time Table No. 20 August 1, 1908	
	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				**STATIONS**	
	10.20AM	10.00AM	9.40AM	9.20AM	9.00AM	8.40AM	8.20AM	8.00AM	7.40AM	7.20AM	7.00AM	6.40AM	6.20AM	6.00AM			No San Francisco connection.			0.0	Via Oak. Ferry	DN	**SAN FRANCISCO**	
	10.38	10.18	9.58	9.38	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	6.18						4.5		DN	4.5 **OAKLAND PIER**	
I. T. W	10.41AM	10.21AM	10.01AM	9.41AM	9.21AM	9.01AM	8.41AM	8.21AM	8.01AM	7.41AM	7.21AM	7.01AM	6.41AM	6.21AM	No Stops for Passengers	No Stops for Passengers	5.58AM	No Stops for Passengers	No Stops for Passengers	4.5		DN	**OAKLAND PIER** Cedar-street Crossing	Double Track
I. T.	s 10.54	s 10.34	s 10.14	s 9.54	s 9.34	s 9.14	s 8.54	s 8.34	s 8.14	s 7.54	s 7.34	s 7.14	s 6.54	s 6.34			s 6.11			7.7		P	3.2 BROADWAY Webster-street Crossing	
I. T. W	s 11.02	s 10.42	s 10.22	s 10.02	s 9.42	s 9.22	s 9.02	s 8.42	s 8.22	s 8.02	s 7.42	s 7.22	s 7.02	s 6.42	6.20AM	6.03AM	s 6.20	5.42AM	5.22AM	9.3		P	1.6 EAST OAKLAND	
I. T.	s **11.06**	s **10.46**	s **10.26**	s **10.06**	s **9.46**	s **9.26**	s **9.06**	s **8.46**	s **8.26**	s **8.06**	s **7.46**	s **7.26**	s **7.06**	s **6.46**	**6.25**	**6.07**	s **6.25**	**5.47**	5.27	10.6		P	1.3 FRUITVALE	
	11.10AM	10.50AM	10.30AM	10.10AM	9.50AM	9.30AM	9.10AM	8.50AM	8.30AM	8.10AM	7.50AM	7.30AM	7.10AM	6.50AM	6.30AM	6.11AM	6.30AM	5.52AM	5.32AM	11.8		P	1.2 **MELROSE**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(11.8 Miles)	
	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.08	0.32	0.10	0.10				Time over District	
	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	14.70	15.10	13.68	14.70	14.70				Average speed per hour	
	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	1	3	2				☞ Daily run	

	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40				**STATIONS**	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	4.40PM	4.20PM	4.00PM	3.40PM	3.20PM	3.00PM	2.40PM	2.20PM	2.00PM	1.40PM	1.20PM	1.00PM	12.40PM	12.20PM	12.00 M	11.40AM	11.20AM	11.00AM	10.40AM	0.0	Via Oak. Ferry	DN	**SAN FRANCISCO**	
	4.58	4.38	4.18	3.58	3.38	3.18	2.58	2.38	2.18	1.58	1.38	1.18	12.58	12.38	12.18PM	11.58AM	11.38	11.18	10.58	4.5		DN	4.5 **OAKLAND PIER**	
I. T. W	5.01PM	4.41PM	4.21PM	4.01PM	3.41PM	3.21PM	3.01PM	2.41PM	2.21PM	2.01PM	1.41PM	1.21PM	1.01PM	12.41PM	12.21PM	12.01PM	11.41AM	11.21AM	11.01AM	4.5		DN	**OAKLAND PIER** Cedar-street Crossing	Double Track
I. T.	s 5.14	s 4.54	s 4.34	s 4.14	s 3.54	s 3.34	s 3.14	s 2.54	s 2.34	s 2.14	s 1.54	s 1.34	s 1.14	s 12.54	s 12.34	s 12.14	s 11.54AM	s 11.34	s 11.14	7.7		P	3.2 BROADWAY Webster-street Crossing	
I. T. W	s 5.22	s 5.02	s 4.42	s 4.22	s 4.02	s 3.42	s 3.22x	s 3.02	s 2.42x	s 2.22	s 2.02	s 1.42	s 1.22	s 1.02x	s 12.42	s 12.22x	s 12.02PM	s 11.42	s 11.22	9.3		P	1.6 EAST OAKLAND	
I. T.	s **5.26**	s **5.06**	s **4.46**	s **4.26**	s **4.06**	s **3.46**	s **3.26**	s **3.06**	s **2.46**	s **2.26**	s **2.06**	s **1.46**	s **1.26**	s **1.06**	s **12.46**	s **12.26**	s **12.06**	s **11.46**	s **11.26**	10.6		P	1.3 FRUITVALE	
	5.30PM	5.10PM	4.50PM	4.30PM	4.10PM	3.50PM	3.30PM	3.10PM	2.50PM	2.30PM	2.10PM	1.50PM	1.30PM	1.10PM	12.50PM	12.30PM	12.10PM	11.50AM	11.30AM	11.8		P	1.2 **MELROSE**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(11.8 Miles)	
	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29				Time over District	
	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10				Average speed per hour	
	6	7	8	5	6	7	4	5	2	7	4	5	2	1	4	3	2	1	4				☞ Daily run	

x Crews change East Oakland.

Commencing with No. 27 to No. 89 inclusive, should a Westward train become ten (10) minutes or more behind schedule time it may omit all stops except East Oakland, Oakland (Broadway) and Pine Street. Following train to make all stops.

This regulation will not be effective on Sundays, Holidays, or when weather is foggy and ferry boats are running on 40 minute schedule.

In case of accident or engine failure, if two Westward trains are closely following each other (five (5) minutes or less), the provisions of first paragraph may be observed by the leading train as far as stops are concerned.

Should train from San Francisco (excepting Nos. 86, 90 and 104) be delayed at Fruitvale until fourteen (14) minutes behind its schedule arriving time, by an overdue Westward train from Melrose, or by an unforeseen cause or accident, it will return to Oakland Pier on its schedule time or run, complying with Rule 99, when switching to opposite or Westward track.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

At Pine St.,	Oak St.,
Center St.,	Clinton St.,
Adeline St.,	23d Avenue.
Market St.,	

All trains except Nos. 2, 4, 6, 8 and 10.

At Sather, all trains, except Nos. 2, 4, 6, 8 and 10.

Suburban Trains.

TOWARD SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Oakland, Fruitvale and Melrose.

(Via Seventh Street.)

Westward.

	Time Table No. 20 August 1, 1908		Distance from Melrose	FIRST CLASS																		
				7	9	11	13	* 15	17	19	21	23	25	27	29	31	33	35	37	39	41	43
	STATIONS			Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN	**SAN FRANCISCO**	Via Oak. Ferry	11.8	Steamer Trip 6.10AM	6.08AM	6.28AM	6.48AM	7.08AM	7.28AM	7.48AM	8.08AM	8.28AM	8.48AM	9.08AM	9.28AM	9.48AM	10.08AM	10.28AM	10.48AM	11.08AM	11.28AM	11.48AM
DN	4.5 **OAKLAND PIER**		7.3	5.50AM	5.48	6.08	6.28	6.48	7.08	7.28	7.48	8.08	8.28	8.48	9.08	9.28	9.48	10.08	10.28	10.48	11.08	11.28
DN	**OAKLAND PIER** Cedar-street Crossing	Double Track	7.3		5.47AM	6.07AM	6.27AM	6.47AM	7.07AM	7.27AM	7.47AM	8.07AM	8.27AM	8.47AM	9.07AM	9.27AM	9.47AM	10.07AM	10.27AM	10.47AM	11.07AM	11 27AM
P	3.2 BROADWAY Webster-street Crossing		4.1		s 5.33	s 5.53	s 6.13	s 6.33	s 6.53	s 7.13	s 7.33	s 7.53	s 8.13	s 8.33	s 8.53	s 9.13	s 9.33	s 9.53	s 10.13	s 10.33	s 10.53	s 11.13
P	1.6 EAST OAKLAND		2.5		5.26AM	s 5.46	s 6.06	s 6.26	s 6.46	s 7.06	s 7.26	s 7.46	s 8.06	s 8.26	s 8.46	s 9.06	s 9.26	s 9.46	s 10.06	s 10.26	s 10.46	s 11.06
P	1.3 FRUITVALE		1.2			s **5.41**	s **6.01**	s **6.21**	s **6.41**	s **7.01**	s **7.21**	s **7.41**	s **8.01**	s **8.21**	s **8.41**	s **9.01**	s **9.21**	s **9.41**	s **10.01**	s **10.21**	s **10.41**	s **11.01**
P	1.2 **MELROSE**		0.0			5.37AM	5.57AM	6.17AM	6.37AM	6.57AM	7.17AM	7.37AM	7.57AM	8.17AM	8.37AM	8.57AM	9.17AM	9.37AM	9.57AM	10.17AM	10.37AM	10.57AM
	(11.8 Miles)			Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District				0.21	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
	Average speed per hour				13.81	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60
	Daily run ☞				1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2

	STATIONS			45	47	49	51	53	55	57	59	61	63	65	67	69	71	73	75	77	79	81
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN	**SAN FRANCISCO**	Via Oak. Ferry	11.8	12.08PM	12.28PM	12.48PM	1.08PM	1 28PM	1.48PM	2.08PM	2.28PM	2.48PM	3.08PM	3.28PM	3.48PM	4.08PM	4.28PM	4.48PM	5.08PM	5.28PM	5.48PM	6.08PM
DN	4.5 **OAKLANB PIER**		7.3	11.48AM	12.08	12.28	12.48	1.08	1.28	1.48	2.08	2.28	2.48	3.08	3.28	3.48	4.08	4.28	4.48	5.08	5.28	5.48
DN	**OAKLAND PIER** Cedar-street Crossing.	Double Track	7.3	11.47AM	12.07PM	12.27PM	12.47PM	1.07PM	1.27PM	1.47PM	2.07PM	2.27PM	2.47PM	3.07PM	3.27PM	3.47PM	4.07PM	4.27PM	4.47PM	5.07PM	5.27PM	5.47PM
P	3.2 BROADWAY Webster-street Crossing		4.1	s 11.33	s 11.53AM	s 12.13	s 12.33	s 12.53	s 1.13	s 1.33	s 1.53	s 2.13	s 2.33	s 2.53	s 3.13	s 3.33	s 3.53	s 4.13	s 4.33	s 4.53	s 5.13	s 5.33
P	1.6 EAST OAKLAND		2.5	s 11.26	s 11.46	s 12.06	s 12.26	s 12.46	s 1.06	s 1.26	s 1.46	s 2.06	s 2.26	s 2.46	s 3.06	s 3.26	s 3.46	s 4.06	s 4.26	s 4.46	s 5.06	s 5.26
P	1.3 FRUITVALE		1.2	s **11.21**	s **11.41**	s **12.01PM**	s **12.21**	s **12.41**	s **1.01**	s **1.21**	s **1.41**	s **2.01**	s **2.21**	s **2.41**	s **3.01**	s **3.21**	s **3.41**	s **4.01**	s **4.21**	s **4.41**	s **5.01**	s **5.21**
P	1.2 **MELROSE**		0.0	11.17AM	11.37AM	11.57AM	12.17PM	12.37PM	12.57PM	1.17PM	1.37PM	1.57PM	2.17PM	2.37PM	2.57PM	3.17PM	3.37PM	3.57PM	4.17PM	4.37PM	4.57PM	5.17PM
	(11.8 Miles)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
	Average speed per hour			14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60	14.60
	Daily run ☞			3	4	1	2	5	4	7	2	5	4	7	6	5	8	7	6	5	8	7

* Horse-shoe Train No. 201 detours from East Oakland and follows No. 15 via 7th Street, making stops for Employees.

Should train from San Francisco (excepting Nos. 86, 90 and 104) be delayed at Fruitvale until fourteen (14) minutes behind its schedule arriving time, by an overdue Westward train from Melrose, or by an unforeseen cause or accident, it will return to Oakland Pier on its schedule time or run, complying with Rule 99, when switching to opposite or Westward track.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

At Pine St.,	Oak St.,
Center St.,	Clinton St.,
Adeline St.,	23d Avenue.
Market St.,	

All trains except Nos. 93, 97, 111, 113, 115, which will stop at 23d Avenue to leave passengers.

At Sather, all trains on signal, except Nos. 93, 97 and 111.

FROM SAN FRANCISCO—WESTERN DIVISION: San Francisco, Oakland Pier, Oakland, Fruitvale and Melrose.

(Via Seventh Street.)

Location Water Stations, Towers, etc.				FIRST CLASS																Distance from San Francisco		Time Table No. 20 August 1, 1908
				108	106	104	102	100	98	96	94	92	90	88	86	84	82	80	78			
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
				1.20AM	12.20AM	11.40PM	11.00PM	10.20PM	9.40PM	9.00PM	8.20PM	7.40PM	7.00PM	6.40PM	6.20PM	6.00PM	5.40PM	5.20PM	5.00PM	0.0	Via Oak. Ferry DN	**SAN FRANCISCO** 4.5
				1.38	12.38	11.58PM	11.18	10.38	9.58	9.18	8.38	7.58	7.18	6.58	6.38	6.18	5.58	5.38	5.18	4.5	DN	**OAKLAND PIER**
I. T.W				1.41AM	12.41AM	12.01AM	11.21PM	10.41PM	10.01PM	9.21PM	8.41PM	8.01PM	7.21PM	7.01PM	6.41PM	6.21PM	6.01PM	5.41PM	5.21PM	4.5	DN	**OAKLAND PIER** Cedar-street Crossing 3.2
I. T.				s 1.54	s 12.54	s 12.14	s 11.34	s 10.54	s 10.14	s 9.34	s 8.54	s 8.14	s 7.34	s 7.14	s 6.54	s 6.34	s 6.14	s 5.54	s 5.34	7.7	P	BROADWAY Webster-street Crossing 1.6
I. T.W				s 2.02	s 1.02	s 12.22	s 11.42	s 11.02	s 10.22	s 9.42	s 9.02	s 8.22	s 7.42	s 7.22	s 7.02	s 6.42	s 6.22	s 6.02	s 5.42	9.3	P	EAST OAKLAND 1.3
I. T.				2.07AM	1.07AM	s 12.26	11.47PM	11.07PM	10.27PM	9.47PM	9.07PM	8.27PM	s **7.46**	s **7.26**	s **7.06**	s **6.46**	s **6.26**	s **6.06**	s **5.46**	10.6	P	FRUITVALE 1.2
						12.30AM							7.50PM	7.30PM	7.10PM	6.50PM	6.30PM	6.10PM	5.50PM	11.8	P	**MELROSE**
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(11.8 Miles)
				0.26	0.26	0.29	0.26	0.26	0.26	0.26	0.26	0.26	0.29	0.29	0.29	0.29	0.29	0.29	0.29			Time over District
				14.36	14.36	15.10	14.36	14.36	14.36	14 36	14.36	14.36	15.10	15.10	15.10	15.10	15.10	15.10	15.10			Average speed per hour
				8	8	6	8	6	8	6	8	6	7	8	5	6	7	8	5			☞ Daily run

Double Track

Should train from San Francisco (excepting Nos. 86, 90 and 104) be delayed at Fruitvale until fourteen (14) minutes behind its schedule arriving time, by an overdue Westward train from Melrose, or by an unforeseen cause or accident, it will return to Oakland Pier on its schedule time or run, complying with Rule 99, when switching to opposite or Westward track.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

At Pine St.,
Center St.,
Adeline St.,
Market St.,
Oak St.,
Clinton St.,
23d Avenue.

All trains except Nos. 2, 4, 6, 8, and 10.

At Sather, all trains, except Nos. 2, 4, 6, 8, 10.

(Via Seventh Street.)

Time Table No. 20 August 1, 1908			Distance from Melrose	FIRST CLASS																
				83	85	87	89	91	93	95	*97	99	101	103	105	107	109	111	113	115
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN	**SAN FRANCISCO**		11.8	6.28PM	6.48PM	7.08PM	7.28PM	7.48PM		8.28PM		9.18PM	9.58PM	10.38PM	11.18PM	11.58PM	12.43AM		No S. F. connection	
DN	4.5 **OAKLAND PIER**		7.3	6.08	6.28	6.48	7.08	7.28		8.08		8.58	9.38	10.18	10.58	11.38	12.23AM			
DN	**OAKLAND PIER** Cedar-street Crossing	Double Track	7.3	6.07PM	6.27PM	6.47PM	7.07PM	7.27PM		8.07PM		8.57PM	9.37PM	10.17PM	10.57PM	11.37PM	12.22AM		1.30AM	
P	3.2 BROADWAY Webster-street Crossing		4.1	s 5.53	s 6.13	s 6.33	s 6.53	s 7.13	Tie up	s 7.53	Tie up	s 8.43	s 9.23	s 10.03	s 10.43	s 11.23	s 12.07AM	Tie up.	No stops for Passengers	Tie up
P	1.6 EAST OAKLAND		2.5	s 5.46	s 6.06	s 6.26	s 6.46	s 7.06	7.25PM	s 7.46	8.05PM	s 8.36	s 9.16	s 9.56	s 10.36	s 11.16	s 11.59PM	12.45AM		2.18AM
P	1.3 FRUITVALE		1.2	s **5.41**	s **6.01**	s **6.21**	s **6.41**	s **7.01**	**7.20**	s **7.41**	8.00	8.31PM	9.11PM	9.51PM	10.31PM	11.11PM	11.54PM	12.40	1.10AM	2.13AM
P	1.2 **MELROSE**		0.0	5.37PM	5.57PM	6.17PM	6.37PM	6.57PM	7.15PM	7.37PM	7.55PM							12.35AM		
	(11.8 Miles)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			0.30	0.30	0.30	0.30	0.30	0.10	0.30	0.10	0.26	0.26	0.26	0.26	0.26	0.28	0.10	0.20	0.05
	Average speed per hour			14.60	14.60	14.60	14.60	14.60	14.70	14.60	14.70	14.36	14.36	14.36	14.36	14.36	13.33	14.70	18.66	16.44
	Daily run ☞			6	5	8	7	6	5	8	7	6	8	6	8	6	8	6	8	8

Should train from San Francisco (excepting Nos. 86, 90 and 104), be delayed at Fruitvale until fourteen (14) minutes behind its schedule arriving time, by an overdue Westward train from Melrose, or by an unforeseen cause or accident, it will return to Oakland Pier on its schedule time or run, complying with Rule 99, when switching to opposite or Westward track.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

At Pine St., Oak St.,
Center St., Clinton St.,
Adeline St., 23d Avenue.
Market St.,

All trains except Nos. 93, 97, 111, 113, 115, which will stop at 23d Avenue to leave passengers.

At Sather, all trains on signal, excepting Nos. 93 and 111.

*No. 97 will carry passengers for San Francisco from Melrose and Sather to East Oakland for No. 99.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Oakland Pier to Alameda Pier.

(Via First Street, Oakland, and Railroad Avenue, Alameda.)

Location of Water and Interlocking Towers.	FIRST CLASS																		Distance from San Francisco	Time Table No. 20 August 1, 1908
	216	214	212	316	210	208	314	312	206	204	310	308	306	202	304	302	200	300		
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		**STATIONS**
	9.00AM	8.20AM	8.00AM	7.40AM	7.20AM	7.00AM	6.40AM		6.20AM	6.00AM		No S. F. Connection							0.0	DN **SAN FRANCISCO** 4.5 Oak. Ferry
	9.18AM	8.38AM	8.18AM	7.58AM	7.38AM	7.18AM	6.58AM		6.38AM	6.18AM									4.5	DN **OAKLAND PIER**
	12	11	9	10	13	12	10	13	11	9	12	10	10	13	11	9	12	10		☞ Daily Run
Tower W Tower	9.20AM	8.40AM	8.20AM	8.00AM	7.40AM	7.20AM	7.00AM		6.40AM	6.20AM		6.00AM							4.5	DN **OAKLAND PIER** Crossing Cedar St. Line 3.2
	s 9.29	s 8.49	s 8.29	s 8.09	s 7.49	s 7.29	s 7.09		s 6.49	s 6.29		s 6.09							7.7	P **FIRST ST.** (BROADWAY)
Tower																				P **FIRST ST.** (BROADWAY) Crossing Webster St. Line 0.5 Harrison St. Bridge
																				WEBSTER JUNC.
	9.29	8.49	8.29	8.09	7.49	7.29	7.09		6.49	6.29		6.09							7.7	P **FIRST ST.** (BROADWAY) 0.1
Tower																			7.8	Webster St. Crossing 1.5
Tower W	s 9.33	s 8.53	s 8.33	s 8.13	s 7.53	s 7.33	s 7.13	6.55AM	s 6.53	s 6.33	6.35AM	s 6.13	6.13AM	6.00AM	5.55AM	5.35AM	5.27AM	5.15AM	9.3	P EAST OAKLAND 1.3
Tower	s **9.38**	s **8.58**	s **8.38**	s 8.18	s **7.58**	s **7.38**	s 7.18	s 7.00	s **6.58**	s **6.38**	s 6.39	s 6.18	s 6.18	s 6.04	s 5.59	s 5.39	s 5.31	s 5.19	10.6	P FRUITVALE 0.6
	9.39	8.59	**8.39**	**8.19**	7.59	**7.39**	**7.19**	7.01	6.59	**6.39**	6.40	**6.19**	6.19	6.05	6.00	5.40	5.32	5.20	11.2	BLANDING AVE. 0.5
W	s 9.41	s 9.02	s 8.41	s 8.21	s 8.02	s 7.41	s 7.21	s **7.04**	s **7.01**	s 6.41	s 6.42	s 6.21	s 6.21	s **6.07**	s **6.02**	s **5.42**	s **5.34**	s 5.22	11.7	P ALAMEDA (PARK ST.) 1.8
	s 9.50	s 9.13	s 8.50	s 8.30	s 8.13	s 7.50	s 7.30	s 7.13	s 7.10	s 6.50	s 6.50	s 6.30	s 6.30	s 6.16	s 6.11	s 5.50	s 5.45	s 5.31	13.5	MASTICK 1.0
Tower	9.53	9.17	8.53	8.33AM	8.17	7.53	7.33AM	7.16AM	7.14	6.53	6.53AM	6.33AM	6.33AM	6.18	6.14AM	5.53AM	5.50	5.34AM	14.5	Auto. Block P WEBSTER JUNC. 3.2
W	10.00AM	9.25AM	9.00AM	To Oakland Pier	8.25AM	8.00AM	To Oakland Pier	To Oakland Pier	7.25AM	7.00AM	To Oakland Pier	To Oakland Pier	To Oakland Pier	6.25AM	To Oakland Pier	To Oakland Pier	6.00AM	To Oakland Pier	17.7	P **ALAMEDA PIER**
	12	11	9	10	13	12	10	13	11	9	12	10	10	13	11	9	12	10		☞ Daily Run
	10.06AM	9.31AM	9.06AM		8.31AM	8.06AM			7.31AM	7.06AM				6.31AM			6.05AM		17.7	P **ALAMEDA PIER** 3.0 Ala. Ferry
	10.25AM	9.50AM	9.25AM		8.50AM	8.25AM			7.50AM	7.25AM				6.50AM			6.25AM		20.7	P **SAN FRANCISCO**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		20.7
	0.40	0.45	0.40	0.33	0.45	0.40	0.33	0.21	0.45	0.40	0.18	0.33	0.20	0.25	0.19	0.18	0.33	0.19		Time over District
	19.80	17.60	19.80	18.18	17.60	19.80	18.18	14.85	17.60	19.80	17.33	18.18	15.60	12.48	16.42	17.33	15.27	16.42		Average speed per hour

Automatic Block

Double Track

Trains from Alameda Pier to Oakland Pier will be designated Westward. Trains from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains of this line moving from Webster Junction to Alameda Pier and 14th St. line trains Westward will use track 1.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

23rd Avenue,
Willow St.,
Grand St.,
Bay St.,
Mastick.

At Alameda Point on signal Nos. 200, 204 and 210, also all trains passing Webster Street Junction 17 minutes after the hour.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Alameda Pier to Oakland Pier.

(Via First Street, Oakland, and Railroad Avenue, Alameda.)

Time Table No. 20 August 1, 1908	Distance from San Francisco	FIRST CLASS																		
		299	**301**	**303**	**§305**	**§307**	**§201**	**309**	**§203**	**311**	**313**	**205**	**207**	**315**	**317**	**209**	**211**	**213**	**215**	**217**
STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 4.5 Oakland Ferry	20.7	6.08AM	6.28AM	6.48AM			7.08AM	7.28AM	7.28AM	7.48AM		8.08AM	8.28AM	No S. F. Connection		9.08AM	9.28AM	10.08AM	10.28AM	11.08AM
DN **OAKLAND PIER**	16.2	5.48AM	6.08AM	6.28AM			6 48AM	7.08AM	7.08AM	7.28AM		7.48AM	8.08AM			8.48AM	9.08AM	9.48AM	10.08AM	10.48AM
Daily Run ☞		10	9	11	10	10	12	12	13	13	10	9	11	9	10	12	13	9	11	12
Automatic Block Double Track DN **OAKLAND PIER** Cedar-street Crossing 3.2	16.2	5.45AM	6.05AM	6.25AM	6.45AM	6.45AM	6.46AM	7.05AM	7.06AM	7.26AM	7.45AM	7.46AM	8.06AM	8.12AM	8.45AM	8.46AM	9.06AM	9.46AM	10.06AM	10.46AM
P **FIRST ST.** (BROADWAY)	13.0	5.36	5.56	6.16	6.36	6.36	6.37	6.56	6.57	7.18	7.36	7.37	7.57	8.03	8.36	8.37	8.57	9.37	9.57	10.37
P **FIRST ST.** (BROADWAY) Crossing Webster-street Line 0.5 Harrison St. Bridge		s 5.36	s 5.56	s 6.16	s 6.36	s 6.36		s 6.56		s 7.18	s 7.36				s 8.36					
WEBSTER JUNC.		5.34AM	5.53AM	6.14AM	6.33AM	6.33AM		6.53AM		7.16AM	7.33AM				8.33AM					
P **FIRST ST.** (BROADWAY) 0.1 Webster St. Crossing 1.5	13.0						s 6.37		s 6.57			s 7.37	s 7.57	s 8.03		s 8.37	s 8.57	s 9.37	s 9.57	s 10.37
P EAST OAKLAND 1.3	11.4	From Mastick	From Mastick	From Mastick.	From Mastick	From Mastick	s 6.32		s 6.52	From Mastick	From Mastick	s 7.32	s 7.52	7.58AM	From Mastick	s 8.32	s 8.52	s 9.32	s 9.52	s 10.32
P FRUITVALE 0.6	10.1						s * **6.27**		s **6.49**			s **7.27**	s **7.49**			s **8.27**	s **8.49**	s **9.27**	s **9.49**	s **10.27**
BLANDING AVE. 0.5 Double Track	9.5						**6.25**		**6.47**			**7.25**	**7.47**			**8.25**	**8.47**	9.25	**9.47**	10.25
P ALAMEDA (PARK ST.) 1.8	9.0						s 6.24		s 6.46			s 7.24	s 7.46			s 8.24	s 8.46	s 9.24	s 9.46	s 10.24
MASTICK 1.0	7.2						s 6.15		s 6.37			s 7.14	s 7.38			s 8.15	s 8.38	s 9.14	s 9.38	s 10.14
Auto. Block P WEBSTER JUNC. 3.2	6.2						6.12		6.35			* 7.12	7.36			* 8.12	8.36	9.12	9.36	10.12
P **ALAMEDA PIER**	3.0						6.05AM		6.30AM			7.06AM	7.31AM			8.06AM	8.31AM	9.06AM	9.31AM	10.06AM
Daily Run ☞		10	9	11	10	10	12	12	13	13	10	9	11	9	10	12	13	9	11	12
P **ALAMEDA PIER** 3.0 Alameda Pier Ferry	3.0						No S. F. Connection		6.28AM			7.03AM	7.28AM			8.03AM	8.28AM	9.03AM	9.28AM	10.03AM
P **SAN FRANCISCO**	0.0								6.10AM			6.45AM	7.10AM			7.45AM	8.10AM	8.45AM	9.10AM	9.45AM
20.7		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		0.11	0.12	0.11	0.12	0.12	0.41	0.12	0.36	0.10	0.12	0.40	0.35	0.14	12	0.40	0.35	0.40	0.35	0.40
Average speed per hour		19.09	17.50	19.09	17.50	17.50	19.02	17.50	21.02	21.00	17.50	19.80	22.63	20.57	17.50	19.80	22.63	19.80	22.63	19.80

*Train No. 201 detours via Seventh St., making stops. Carrying employees.

Horse-shoe trains Westward may be detoured via 7th Street west of East Oakland on special order, observing Rule 91 (A) and Special Rules, page 23.

Trains from Alameda Pier to Oakland Pier will be designated Westward. Trains from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains of this line moving Alameda Pier to Webster Junction and Eastward 14th St. line trains will use track 2.

14th St. Line trains have preference leaving Alameda Pier, except No. 203 if ready may go ahead.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

Bay St.,	Willow St.,
Grand St.,	23rd Avenue.

Alameda Point, on signal, all trains leaving Alameda Pier six minutes after the hour.

*At Wright's Ship Yard and United Engineering Works, on signal, Nos. 205 and 209 daily except Sunday.

§At West Oakland Shops Nos. 305, 307, 201 and 203 to leave passengers.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Oakland Pier to Alameda Pier.

(Via First Street, Oakland and Railroad Avenue, Alameda.)

Location of Water and Interlocking Towers.	FIRST CLASS																	Distance from San Francisco	Time Table No. 20 August 1, 1908
	320	**246**	**244**	**318**	**242**	**240**	**238**	**236**	**234**	**232**	**230**	**228**	**226**	**224**	**222**	**220**	**218**		
	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
	4.40PM	4.20PM	4.00PM	3.40PM	3.20PM	3.00PM	2.20PM	2.00PM	1.20PM	1 00PM	12.20PM	12.00 M	11.20AM	11.00AM	10.20AM	10.00AM	9.20AM	0 0	DN **SAN FRANCISCO** 4.5
	4.58PM	4.38PM	4.18PM	3.58PM	3.38PM	3.18PM	2.33PM	2.18PM	1.38PM	1.18PM	12.38PM	12.18PM	11.38AM	11.18AM	10.38AM	10.18AM	9.38AM	4.5	DN **OAKLAND PIER**
	10	17	14	10	15	16	11	14	13	12	11	14	13	12	11	9	13		☜ Daily Run
TowerW Tower	5.00PM	4.40PM	4.20PM	4.00PM	3.40PM	3.20PM	2.40PM	2.20PM	1.40PM	1.20PM	12.40PM	12.20PM	11.40AM	11.20AM	10.40AM	10.20AM	9.40AM	4.5	DN **OAKLAND PIER** Cedar-street Crossing. 3.2
	s 5.09	s 4.49	s 4.29	s 4.09	s 3.49	s 3.29	s 2.49	s 2.29	s 1.49	s 1.29	s 12.49	s 12.29	s 11.49	s 11.29	s 10.49	s 10.29	s 9.49	7.7	P **FIRST ST.** (BROADWAY)
Tower																			P **FIRST ST.** (BROADWAY) Webster-street Crossing. 0.5
																			Harrison St. Bridge
																			P **WEBSTER JUNC.**
	5.09	4.49	4.29	4.09	3.49	3.29	2.49	2.29	1.49	1.29	12.49	12.29	11.49	11.29	10.49	10.29	9.49	7.7	P **FIRST ST.** (BROADWAY) 0.1
Tower																		7.8	Webster St. Crossing 1.5
TowerW	s 5.13	s 4.53	s 4.33	s 4.13	s 3.53	s 3.33	s 2.53	s 2.33	s 1.53	s 1.33	s 12.53	s 12.33	s 11.53	s 11.33	s 10.53	s 10.33	s 9.53	9.3	P EAST OAKLAND 1.3
Tower	s 5.18	s **4.58**	s **4.38**	s 4.18	s **3.58**	s **3.38**	s **2.58**	s **2.38**	s **1.58**	s **1.38**	s **12.58**	s **12.38**	s **11.58**	s **11.38**	s **10.58**	s **10.38**	s **9.58**	10.6	P FRUITVALE 0.6
	5.19	4.59	**4.39**	**4.19**	3.59	**3.39**	2.59	**2.39**	1.59	**1.39**	12.59	**12.39**	11.59AM	**11.39**	10.59	**10.39**	9.59	11.2	P BLANDING AVE. 0.5
W	s 5.22	s 5.02	s 4.42	s 4.22	s 4.02	s 3.42	s 3.02	s 2.42	s 2.02	s 1.42	s 1.02	s 12.42	s 12.02PM	s 11.42	s 11.02	s 10.42	s 10.02	11.7	P ALAMEDA (PARK ST.) 1.8
	s 5.30	s 5.13	s 4.50	s 4.30	s 4.13	s 3.50	s 3.13	s 2.50	s 2.13	s 1.50	s 1.13	s 12.50	s 12.13	s 11.51	s 11.13	s 10.50	s 10.13	13.5	MASTICK 1.0
Tower	5.33PM	* 5.17	* 4.53	4.33PM	* 4.17	3.53	3.17	2.53	2.17	1.53	1.17	12.53	12.17	11.53AM	11.17	10.53	10.17	14.5	P WEBSTER JUNC. 3.2
W	To Oakland Pier	5.25PM	5.00PM	To Oakland Pier	4.25PM	4.00PM	3.25PM	3.00PM	2.25PM	2.00PM	1.25PM	1.00PM	12.25PM	12.01PM	11.25AM	11.00AM	10.25AM	17.7	P **ALAMEDA PIER**
	10	17	14	10	15	16	11	14	13	12	11	14	13	12	11	9	13		☜ Daily Run
		5.31PM	5.06PM		4.31PM	4.06PM	3.31PM	3.06PM	2.31PM	2.06PM	1.31PM	1.06PM	12.31PM	12.06PM	11.31AM	11.06AM	10.31AM	17.7	P **ALAMEDA PIER** 3.0
		5.50PM	5.25PM		4.50PM	4.25PM	3.50PM	3.25PM	2.50PM	2.25PM	1.50PM	1.25PM	12.50PM	12.25PM	11.50AM	11.25AM	10.50AM	20.7	P **SAN FRANCISCO**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		☜ Daily Run
	0.33	0.45	0.40	0.33	0.45	0.40	0.45	0.40	0.45	0.40	0.45	0.40	0.45	0.41	0.45	0.40	0.45		Time over District
	18.18	17.60	19.80	18.18	17.60	19.80	17.60	19.80	17.60	19.80	17.60	19.80	17.60	19.31	17.60	19.80	17.60		Average speed per hour

Automatic Block

Double Track

Auto. Block

Double Track

Trains moving from Alameda Pier to Oakland Pier will be designated Westward. Trains moving from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains of this line moving from Webster Junction to Alameda Pier and 14th St. line trains Westward will use track 1.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

23rd Avenue,	Grand St.,
Willow St.,	Bay St.

At Alameda Point, on signal, all trains passing Webster Junction 17 minutes after the hour.

*At Wright's Ship Yard and United Engineering Works, Nos. 242, 244 and 246 on signal.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Alameda Pier to Oakland Pier.

(Via First Street, Oakland, and Railroad Avenue, Alameda.)

		Time Table No. 20 August 1, 1908	Distance from San Francisco.	FIRST CLASS																
				219	221	223	225	227	229	231	233	235	237	239	319	241	§243	321	245	247
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		DN **SAN FRANCISCO** 4.5	20.7	11.28AM	12.08PM	12.28PM	1.08PM	1.28PM	2.08PM	2.28PM	3.08PM	3.28PM	4.08PM	4.28PM		5.08PM	5.28PM		6.08PM	6.28PM
		DN **OAKLAND PIER**	16.2	11.08AM	11.48AM	12.08PM	12.48PM	1.08PM	1.48PM	2.08PM	2.48PM	3.08PM	3.48PM	4.08PM		4.48PM	5.08PM		5.48PM	6.08PM
		Daily Run ☞		13	14	11	12	13	14	11	16	15	14	17	10	16	15	10	14	17
Automatic Block	Double Track	DN **OAKLAND PIER** Cedar-street Crossing. 3.2	16.2	11.06AM	11.46AM	12.06PM	12.46PM	1.06PM	1.46PM	2.06PM	2.46PM	3.06PM	3.46PM	4.06PM	4.45PM	4.46PM	5.06PM	5.45PM	5.46PM	6.06PM
		P **FIRST ST.** (BROADWAY)	13.0	10.57	11.37	11.57AM	12.37	12.57	1.37	1.57	2.37	2.57	3.37	3.57	4.36	4.37	4.57	5.36	5.37	5.57
		P **FIRST ST.** (BROADWAY) Webster-street Crossing. 0.5													s 4.36			s 5.36		
		Harrison St. Bridge																		
		WEBSTER JUNC.													4.33PM			5.33PM		
		P **FIRST ST.** (BROADWAY) 0.1	13.0	s 10.57	s 11.37	s 11.57	s 12.37	s 12.57	s 1.37	s 1.57	s 2.37	s 2.57	s 3.37	s 3.57		s 4.37	s 4.57		s 5.37	s 5.57
		Webster St. Crossing 1.5													From Mastick			From Mastick		
		P EAST OAKLAND 1.3	11.4	s 10.52	s 11.32 x	s 11.52	s 12.32	s 12.52	s 1.32	s 1.52	s 2.32 x	s 2.52 x	s 3.32	s 3.52 x		s 4.32	s 4.52		s 5.32	s 5.52AM
		P FRUITVALE 0.6	10.1	s **10.49**	s **11.27**	s **11.49**	s **12.27**	s **12.49**	s **1.27**	s **1.49**	s **2.27**	s **2.49**	s **3.27**	s **3.49**		s **4.27**	s **4.49**		s **5.27**	s **5.49**
	Double Track	BLANDING AVE. 0.5	9.5	**10.47**	11.25	**11.47**	12.25	**12.47**	1.25	**1.47**	2.25	**2.47**	3.25	**3.47**		**4.25**	**4.47**		**5.25**	**5.47**
		P ALAMEDA (PARK ST.) 1.8	9.0	s 10.46	s 11.24	s 11.46	s 12.24	s 12.46	s 1.24	s 1.46	s 2.24	s 2.46	s 3.24	s 3.46		s 4.24	s 4.46		s 5.24	s 5.46
		MASTICK 1.0	7.2	s 10.38	s 11.14	s 11.38	s 12.14	s 12.38	s 1.14	s 1.38	s 2.14	s 2.38	s 3.14	s 3.38		s 4.14	s 4.38		s 5.14	s 5.38
Auto. Block		P WEBSTER JUNC. 3.2	6.2	10.36	11.12	11.36	12.12	12.36	1.12	1.36	2.12	2.36	3.12	3.36		4.12	4.36		5.12	5.36
		P **ALAMEDA PIER**	3.0	10.31AM	11.06AM	11.31AM	12.06PM	12.31PM	1.06PM	1.31PM	2.06PM	2.31PM	3.06PM	3.31PM		4.06PM	4.31PM		5.06PM	5.31PM
		Daily Run ☞		13	9	11	12	13	14	11	12	13	14	11	10	16	15	10	14	17
		P **ALAMEDA PIER** 3.0	3.0	10.28AM	11.03AM	11.28AM	12.03PM	12.28PM	1.03PM	1.28PM	2.03PM	2.28PM	3.03PM	3.28PM		4.03PM	4.28PM		5.03PM	5.28PM
		P **SAN FRANCISCO**	0.0	10.10AM	10.45AM	11.10AM	11.45AM	12.10PM	12.45PM	1.10PM	1.45PM	2.10PM	2 45PM	3.10PM		3.45PM	4.10PM		4.45PM	5.10PM
		20.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District		0.35	0.40	0.35	0.40	0.35	0.40	0.35	0.40	0.35	0.40	0.35	0.12	0.40	0.35	0.12	0.40	0.35
		Average speed per hour		22.62	19.80	22.62	19.80	22.62	19.80	22.62	19.80	22.62	19.80	22.62	8.52	19.80	22.62	8.52	19.80	22.62

x Crews will change at East Oakland.

Horse-shoe trains westward may be detoured via Seventh Street west of East Oakland on special order, observing Rule 91 (A) and Special Rules, page 23.

Trains moving from Alameda Pier to Oakland Pier will be designated Westward. Trains moving from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains of this line moving Alameda Pier to Webster Junction and Eastward 14th St. line trains will use track 2.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

Bay St.,	Willow St.,
Grand St.,	23rd Avenue.

Alameda Point, on signal, all trains leaving Alameda Pier 6 minutes after the hour; also No. 247, on signal.

§Booles Ship Yard, foot Adeline St., No. 243, on signal. Daily, Sundays excepted.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Oakland Pier to Alameda Pier.

(Via First Street, Oakland, and Railroad Avenue, Alameda.)

Location of Water and Interlocking Towers.		FIRST CLASS																		Distance from San Francisco	Time Table No. 20 August 1, 1908
		334	332	330	328	268	266	264	262	260	258	326	256	324	254	252	322	250	248		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
		1.20AM	12.20AM		11.40PM	11.00PM	10.20PM	9.40PM	9.00PM	8.20PM	7.40PM		7.00PM	6.40PM	6.20PM	6.00PM	5.40PM	5.20PM	5.00PM	0.0	DN **SAN FRANCISCO**
		1.38AM	12.38AM		11.58PM	11.18PM	10.38PM	9.58PM	9.18PM	8.38PM	7.58PM		7.18PM	6.58PM	6.38PM	6.18PM	5.58PM	5.38PM	5.18PM	4.5	4.5 DN **OAKLAND PIER**
		17	17	15	15	16	17	15	16	17	15	10	16	10	17	14	10	15	16		☞ Daily Run
Tower W Tower		1.40AM	12.42AM		12.01AM	11.22PM	10.42PM	10.02PM	9.22PM	8 40PM	8.00PM		7.20PM	7.00PM	6.40PM	6.20PM	6.00PM	5.40PM	5.20PM	4.5	Automatic Block Double Track DN **OAKLAND PIER** Cedar St. Crossing
Tower		s 1.49	s 12.51	See No. 328	s 12.10	s 11.31	s 10.51	s 10.11	s 9.31	s 8.49	s 8.09	See No. 324	s 7.29	s 7.09	s 6.49	s 6.29	s 6.09	s 5.49	s 5.29	7.7	3.2 P **FIRST ST.** (BROADWAY)
		1.49		No stops								No stops									P **FIRST ST.** (BROADWAY) Webster St. Crossing
Tower				12.32AM								7.32PM									0.5 Harrison St. Bridge
		1.51AM																			**WEBSTER JUNC.**
		To East Oakland via Webster Junc. see No. 331.	12.51		12.10	11.31	10.51	10.11	9.31	8.49	8.09		7.29	7.09	6.49	6.29	6.09	5.49	5.29	7.7	P **FIRST ST.** (BROADWAY)
																				7.8	0.1 Webster St. Crossing
Tower W			s 12.55	12.37AM	s 12.14	s 11.36	s 10.55	s 10.15	s 9.35	s 8.53	s 8.13	7.37PM	s 7.33	s 7.13	s 6.53	s 6.33	s 6.13	s 5.53	s 5.33	9.3	1.5 P EAST OAKLAND
Tower			s **1.00**	Tie up	s **12.18**	s 11.42	s 11.00	s 10.20	s 9.40	s 8.58	s 8.18	Tie up	s **7.38**	s 7.18	s **6.58**	s **6.38**	s 6.18	s **5.58**	s **5.38**	10.6	1.3 P FRUITVALE
			1.01		12.19	11.43	11.02	10.22	9.42	9.00	8.19		**7.39**	**7.19**	6.59	**6.39**	**6.19**	5.59	**5.39**	11.2	Double Track 0.6 BLANDING AVE.
W			s 1.03		s 12.20	s 11.49PM	s 11.08	s 10.27	s 9.47	s 9.04	s 8.23		s 7.42	s 7.20	s 7.02	s 6.42	s 6.22	s 6.02	s 5.42	11.7	0.5 P ALAMEDA (PARK ST.)
			s 1.10		s 12.28	s 12.04AM	s 11.21	s 10.40	s 9.58	s 9.16	s 8.33		s 7.50	s 7.28	s 7.13	s 6.50	s 6.30	s 6.13	s 5.50	13.5	1.8 MASTICK
Tower			1.12AM		12.30AM	12.13	11.26	10.46	10.04	9.20	8.36		7.53	7.30PM	7.17	6.52	6.33PM	6.17	5.53	14.5	Auto. Block 1.0 P WEBSTER JUNC.
W			To Oak. Pier		To East Oak. Via First St.	12.25AM	11.43PM	10.57PM	10.14PM	9.30PM	8.45PM		8.00PM	To East Oak. Via First St.	7.25PM	6.59PM	To Oakland Pier	6.25PM	6 00PM	17.7	3.2 P **ALAMEDA PIER**
		17	17	15	15	16	17	15	16	17	15	10	16	10	17	14	10	15	16		☞ Daily Run
						12.36AM	11.51PM	11.06PM	10.21PM	9.36PM	8.51PM		8.06PM		7.31PM	7.06PM		6.31PM	6.06PM	17.7	P **ALAMEDA PIER**
						12.54AM	12.09AM	11.24PM	10.39PM	9.54PM	9.09PM		8.24PM		7.50PM	7.25PM		6.50PM	6.25PM	20.7	3.0 P **SAN FRANCISCO**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		20.7
		0.11	0.20	0.05	0.29	1.03	1.01	0.55	0.52	0.50	0.45	0.05	0.40	0.30	0.45	0.39	0.33	0.45	0.40		Time over District
		17.10	18.50	18.00	20.69	7.68	7.80	14.40	15.24	15.84	17.58	18.00	19.80	20.00	17.58	20.28	20.00	17.58	19.80		Average speed per hour

In case Eastward Horse-shoe trains are detoured via Seventh Street they must be started ahead of Seventh-street trains.

Trains moving from Alameda Pier to Oakland Pier will be designated Westward. Trains moving from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains on this line moving from Webster Junction to Alameda Pier and 14th St. line trains Westward will use track 1.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

23rd Avenue,	Grand St.,
Willow St.,	Bay St.

At Alameda Point on signal all trains passing Webster Junction 17 minutes after the hour; also Trains 256 to 268 inclusive will stop on signal.

FROM AND TO SAN FRANCISCO—HORSE-SHOE TRAINS: From Alameda Pier to Oakland Pier.

(Via First Street, Oakland, and Railroad Avenue, Alameda.)

	Time Table No. 20 August 1, 1908		Distance from San Francisco	FIRST CLASS															
				323	249	251	253	325	255	257	259	261	263	265	267	327	269	329	331
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	DN **SAN FRANCISCO** 4.5		20.7		7.08PM	7.28PM			8.28PM	9.18PM	9.58PM	10.38PM	11.18PM	11.58PM	12.43AM			No San Francisco Connection	
	DN **OAKLAND PIER**		16.2		6.48PM	7.08PM			8.08PM	8.58PM	9.38PM	10.18PM	10.58PM	11.38PM	12.23AM				
	Daily Run ☞			10	16	15	14	10	17	16	15	17	16	15	17	15	16	17	17
Automatic Block	DN **OAKLAND PIER** Cedar-street Crossing 3.2	Double Track	16.2	6.45PM	6.46PM	7.06PM			8.06PM	8.55PM	9.36PM	10.16PM	10.56PM	11.38PM	12.23AM			1.24AM	
	P **FIRST ST.** (BROADWAY)		13.0	6.36	6.37	6.57			7.57	8.45	9.26	10.07	10.47	11.30	12.15			1.14	
	P **FIRST ST.** (BROADWAY) Webster-street Crossing 0.5			s 6.36				No stops								No stops		s 1.14	
	Harrison St. Bridge							7.32PM								12.32AM			
	WEBSTER JUNC.			6.33PM				7.30PM								12.30AM		1.12AM	
	P **FIRST ST.** (BROADWAY) 0.1		13.0		s 6.37	s 6.57			s 7.57	s 8.45	s 9.26	s 10.07	s 10.47	s 11.30	s 12.15				
	Webster St. Crossing 1.5						Tie up										Tie up	From Mastick	Tie up
	P EAST OAKLAND 1.3		11.4	From Mastick	s 6.32	s 6.52	7.32PM	From Webster Junction to East Oakland.	s 7.52	s 8.39	s 9.21	s 10.02	s 10.43	s 11.26	s 12.11	From Webster Junction to East Oakland.	1.03AM		2.10AM
	P FRUITVALE 0.6		10.1		s **6.27**	s **6.49**	s **7.28**		s 7.49	s 8.34	s 9.16	s 9.57	s 10.39	s 11.23	s **12.07**		s **12.58**		s 2.05
	BLANDING AVE. 0.5		9.5		**6.25**	**6.47**	**7.26**		**7.47**	8.31	9.13	9.55	10.37	11.22	12.05		12.55		2.03
	P ALAMEDA (PARK ST.) 1.8	Double Track	9.0		s 6.24	s 6.46	s 7.25		s 7.46	s 8.29	s 9.12	s 9.54	s 10.36	s 11.21	s 12.04AM		s 12.54		s 2.02
	MASTICK 1.0		7.2		s 6.14	s 6.38	s 7.15		s 7.38	s 8.16	s 9.01	s 9.44	s 10.28	s 11.13	s 11.55PM		s 12.44		s 1.53
Auto. Block	P WEBSTER JUNC. 3.2		6.2		6.12	6.36	7.13		7.36	8.13	8.58	9.42	10.26	11.11	11.53		12.42		1.51AM
	P **ALAMEDA PIER**		3.0		6.06PM	6.31PM	7.06PM		7.31PM	8.06PM	8.51PM	9.36PM	10.21PM	11.06PM	11.49PM		12.36AM		From Oak. Pier
	Daily Run ☞			10	16	15	14	10	17	16	15	17	16	15	17	15	16	17	17
	P **ALAMEDA PIER** 3.0		3.0		6.03PM	6.28PM	7.03PM		7.28PM	8.03PM	8.48PM	9.33PM	10.18PM	11.03PM	11.48PM		12.33AM		
	P **SAN FRANCISCO**		0.0		5.45PM	6.10PM	6.45PM		7.10PM	7.45PM	8.30PM	9.15PM	10.00PM	10.45PM	11.30PM		12.15AM		
	20.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			0.12	6.40	0.35	0.26	0.02	0.35	0.49	0.45	0.40	0.35	0.32	0.34	0.02	0.27	[0.12]	0.19
	Average speed per hour			17.50	19.80	22.63	18.10		22.63	16.16	17.60	19.80	22.63	24.70	23.29		18.67	7.50	16.42

Westward Horse-shoe trains may be detoured via 7th Street west of East Oakland on special order.

Trains from Alameda Pier to Oakland Pier will be designated Westward. Trains from Oakland Pier to Alameda Pier will be designated Eastward. (See Rule 71.)

Trains of this line moving Alameda Pier to Webster Junction and Eastward 14th St. line trains will use track 2.

14th St. line trains have preference leaving Alameda Pier except No. 267 if ready may go ahead of 770.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:

Bay St., Willow St.
Grand St., 23rd Avenue,
Alameda Point on signal all trains leaving Alameda Pier six minutes after the hour.

FROM SAN FRANCISCO: San Francisco, Alameda Pier and Oakland, 14th Street.

(Via Webster Street.)

FIRST CLASS

Location of Water, Interlocking Towers and Telephone Stations	736	734	732	730	728	726	724	722	720	718	716	714	712	710	708	706	704	702	700	Distance from San Francisco	Time Table No. 20 August 1, 1908
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		**STATIONS**
	2.10PM	1.45PM	1.10PM	12.45PM	12.10PM	11.45AM	11.10AM	10.45AM	10.10AM	9.45AM	9.10AM	8.45AM	8.10AM	7.45AM	7.10AM	6.45AM	No S. F. connection No stops	6.10AM	No S. F. connection No stops	0.0	Ala. Pier Ferry P **SAN FRANCISCO** 3.0
	2.28PM	2.03PM	1.28PM	1.03PM	12.28PM	12.03PM	11.28AM	11.03AM	10.28AM	10.03AM	9.28AM	9.03AM	8.28AM	8.03AM	7.28AM	7.03AM		6.28AM		3.0	P **ALAMEDA PIER**
W	2.30PM	2.05PM	1.30PM	1.05PM	12.30PM	12.05PM	11.30AM	11.05AM	10.30AM	10.05AM	9.30AM	9.05AM	8.30AM	8.05AM	7.30AM	7.05AM	7.00AM	6.31AM	6.04AM	3.0	Auto. Block P **ALAMEDA PIER** Double Track. 3.1
I. T.	2.35	2.10	1.35	1.10	12.35	12.10	11.35	11.10	10.35	10.10	9.35	9.10	8.35	8.10	7.35	7.10	7.05	6.36	6.09	6.1	WEBSTER JUNCTION 1.0
I. T.																					**Harrison-street Bridge** **First-street Crossing** **Seventh-street Crossing**
I. T.	2.40PM	2.15PM	1.40PM	1.15PM	12.40PM	12.15PM	11.40AM	11.15AM	10.40AM	10.15AM	9.40AM	9.15AM	8.40AM	8.15AM	7.40AM	7.15AM	7.10AM	6.40AM	6.12AM	7.1	P **OAKLAND, 14TH ST.**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.09	0.08		Time over District
	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	27.33	28.61		Average speed per hour
	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	31	30	30		☞ Daily Run

		772	770	768	766	764	762	760 Steamer Trip	758	756	754	752	750	748	746	744	742	740	738		**STATIONS**
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		12.15AM	11.30PM	10.45PM	10.00PM	9.15PM	8.30PM	8.00PM	7.45PM	7.10PM	6.45PM	6.10PM	5.45PM	5.10PM	4.45PM	4.10PM	3.45PM	3.10PM	2.45PM	0.0	Via Ala. Pier P **SAN FRANCISCO** 3.0
		12.33AM	11.48PM	11.03PM	10.18PM	9.33PM	8.48PM	8.20PM	8.03PM	7.28PM	7.03PM	6.28PM	6.03PM	5.28PM	5.03PM	4.28PM	4.03PM	3.28PM	3.03PM	3.0	P **ALAMEDA PIER**
W		12.35AM	11.50PM	11.05PM	10.20PM	9.35PM	8.50PM		8.05PM	7.30PM	7.05PM	6.30PM	6.05PM	5.30PM	5.05PM	4.30PM	4.05PM	3.30PM	3.05PM	3.0	Auto. Block P **ALAMEDA PIER** Double Track 3.1
I. T.		12.40	11.55PM	11.10	10.25	9.40	8.55		8.10	7.35	7.10	6.35	6.10	5.35	5.10	4.35	4.10	3.35	3.10	6.1	WEBSTER JUNCTION 1.0
I. T.																					**Harrison-street Bridge** **First-street Crossing** **Seventh-street Crossing**
I. T.		12.45AM	12.01AM	11.15PM	10.30PM	9.45PM	9.00PM		8.15PM	7.40PM	7.15PM	6.40PM	6.15PM	5.40PM	5.15PM	4.40PM	4.15PM	3.40PM	3.15PM	7.1	P **OAKLAND, 14TH ST.**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		0.10	0.11	0.10	0.10	0.10	0.10	Tie up	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10		Time over District
		24.24	22.03	24.24	24.24	24.24	24.24		24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24		Average speed per hour
		32	32	32	32	32	32		32	32	32 DH 33	32	33 O. A.	32	33 O. A.	32	33 O. A.	30	31 DH.O.A 33		☞ Daily Run

Eastward Trains of this line have preference over Horse-shoe trains leaving Alameda Pier, excepting Nos. 203 and 267 if ready, may leave first.

Eastward trains of this line and Horse-shoe trains moving Alameda Pier to Webster Junction will use track 2.

Trains of this line will use single track between 1st and 14th Streets. But, in case of emergency, eastward train may use second track on Webster Street as right hand double track between such points after an understanding with Towermen, Webster Junction and Harrison St. Towers.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminal.

Trains must not exceed 12 miles per hour passing "cross-over" Webster Junction.

TRAINS WILL STOP AS FOLLOWS:

7th and Webster, all trains to leave passengers, except Nos. 700 and 704.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TOWARD SAN FRANCISCO: San Francisco, Alameda Pier and Oakland, 14th Street.

(Via Webster Street.)

Time Table No. 20 August 1, 1908		Distance from 14th and Franklin.	FIRST CLASS																		
			701	703	*705	*707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737
STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P **SAN FRANCISCO**	Ala. Pier Ferry	7.1	6.25AM	6.50AM	7.25AM	7.25AM	7.50AM	8.25AM	8.50AM	9.25AM	9.50AM	10.25AM	10.50AM	11.25AM	11.50AM	12.25PM	12.50PM	1.25PM	1.50PM	2.25PM	2.50PM
3.0																					
P **ALAMEDA PIER**		4.1	6.05AM	6.31AM	7.05AM	7.06AM	7.31AM	8.06AM	8.31AM	9.06AM	9.31AM	10.06AM	10.31AM	11.06AM	11.31AM	12.06PM	12.31PM	1.06PM	1.31PM	2.06PM	2.31PM
Auto. Block P **ALAMEDA PIER**	Double Track	4.1	6.03AM	6.28AM	6.57AM	7.03AM	7.28AM	8.03AM	8.28AM	9.03AM	9.28AM	10.03AM	10.28AM	11.03AM	11.28AM	12.03PM	12.28PM	1.03PM	1.28PM	2.03PM	2.28PM
3.1																					
P WEBSTER JUNCTION		1.0	5.57	6.22	6.51	6.57	7.22	7.57	8.22	8.57	9.22	9.57	10.22	10.57	11.22	11.57AM	12.22	12.57	1.22	1.57	2.22
1.0																					
Harrison-street Bridge First-street Crossing Seventh-street Crossing																					
P **OAKLAND, 14TH ST.**		0.0	5.53AM	6.18AM	6.47AM	6.53AM	7.18AM	7.53AM	8.18AM	8.53AM	9.18AM	9.53AM	10.18AM	10.53AM	11.18AM	11.53AM	12.18PM	12.53PM	1.18PM	1.53PM	2.18PM
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Average speed per hour			24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24
Daily Run ☞			30	30 D.H. 31	30 D.H. 31	30	31	30	31	30	31	30	31	30	31 D.H. O. A. 33	30	31	30	31	30	31

STATIONS			739	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P **SAN FRANCISCO**	Ala. Pier Ferry	7.1	3.25PM	3.50PM	4.25PM	4.50PM	5.25PM	5.50PM	6.25PM	6.50PM	7.25PM	7.50PM	8.24PM	9.09PM	9.54PM	10.39PM	11.24PM	12.09AM	12.54AM
3.0																			
P **ALAMEDA PIER**		4.1	3.06PM	3.31PM	4.06PM	4.31PM	5.06PM	5.31PM	6.06PM	6.31PM	7.06PM	7.31PM	8.06PM	8.51PM	9.36PM	10.21PM	11.06PM	11.51PM	12.36AM
Auto. Block P **ALAMEDA PIER**	Double Track	4.1	3.03PM	3.28PM	4.03PM	4.28PM	5.03PM	5.28PM	6.03PM	6.28PM	7.01PM	7.27PM	8.01PM	8.46PM	9.31PM	10.16PM	11.01PM	11.45PM	12.30AM
3.1																			
P WEBSTER JUNCTION		1.0	2.57	3.22	3.57	4.22	4.57	5.22	5.57	6.22	6.55	7.21	7.54	8.39	9.24	10.09	10.54	11.39	12.24
1.0																			
Harrison-street Bridge First-street Crossing Seventh-street Crossing																			
P **OAKLAND, 14TH ST.**		0.0	2.53PM	3.18PM	3.53PM	4.18PM	4.53PM	5.18PM	5.53PM	6.18PM	6.51PM	7.17PM	7.50PM	8.35PM	9.20PM	10.05PM	10.50PM	11.35PM	12.20AM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.10
Average speed per hour			24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	24.24	22.03	22.03	22.03	22.03	22.03	22.03	24.24
Daily Run ☞			30	33 O. A.	32	33 O. A.	32	33 O. A.	32	33 O. A.	32	32	32	32	32	32	32	32	32

Westward trains of this line and Horse-shoe trains moving from Webster Junction to Alameda Pier will use track 1.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

Trains must not exceed 12 miles per hour entering depot tracks Alameda Pier.

TRAINS WILL STOP AS FOLLOWS:

Seventh and Webster, to receive passengers, all trains.

*Alameda Point, No. 705 and 707 will stop to leave passengers.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: San Francisco, Alameda Pier and High Street, Alameda.

(Via Main Street, Central and Encinal Avenues.)

Suburban Trains.

FIRST CLASS

Location Water, Fuel and Telephone Stations.			834	832	830	828	826	824	822	820	818	816	814	812	810	808	806	804	802	Distance from San Francisco	Time Table No. 20 August 1, 1908
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		**STATIONS**
			2.10PM	1.45PM	1.10PM	12.45PM	12.10PM	11.45AM	11.10AM	10.45AM	10.10AM	9.45AM	9.10AM	8.45AM	8.10AM	7.45AM	7.10AM	6.45AM	6.10AM	0.0	Ala Pier Ferry P **SAN FRANCISCO**
			2.28PM	2.03PM	1.28PM	1.03PM	12.28PM	12.03PM	11.28AM	11.03AM	10.28AM	10.03AM	9.28AM	9.03AM	8.28AM	8.03AM	7.28AM	7.03AM	6.28AM	3.0	3.0 P **ALAMEDA PIER**
W			**2.30**PM	**2.05**PM	**1.30**PM	**1.05**PM	**12.30**PM	**12.05**PM	11.30AM	11.05AM	10.30AM	10.05AM	9.30AM	9.05AM	**8.30**AM	**8.05**AM	**7.30**AM	**7.05**AM	**6.30**AM	3.0	P **ALAMEDA PIER**
WF			f 2.37	f **2.12**	f 1.37	f **1.12**	f 12.37	f **12.12**	f 11.37	f **11.12**	f 10.37	f **10.12**	f 9.37	f **9.12**	f 8.37	f **8.12**	f 7.37	f **7.12**	6.37	5.1	2.1 P ALAMEDA JUNCTION Double Track
W			2.55PM	2.30PM	1.55PM	1.30PM	12.55PM	12.30PM	11.55AM	11.30AM	10.55AM	10.30AM	9.55AM	9.30AM	8.55AM	8.30AM	7.55AM	7.30AM	6.55AM	9.8	4.7 P **HIGH ST. (ALAMEDA)**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(9.8 miles)
			0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25		Time over District.
			17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42		Average speed per hour.
			35	37	33 O. A.	35	34	33 O. A.	35	34	35	34	35	34	35	34	36	35	34		☞ Daily Run

		870	868	866	864	862	860	858	856	854	852	850	848	846	844	842	840	838	836		**STATIONS**
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		12.15AM	11.30PM	10.45PM	10.00PM	9.15PM	8.30PM	7.45PM	No S.F. connection	7.10PM	6.45PM	6.10PM	5.45PM	5.10PM	4.45PM	4.10PM	3.45PM	3.10PM	2.45PM	0.0	Ala Pier Ferry P **SAN FRANCISCO**
		12.33AM	11.48PM	11.03PM	10.18PM	9.33PM	8.48PM	8.03PM	No stops	7.28PM	7.03PM	6.28PM	6.03PM	5.28PM	5.03PM	4.28PM	4.03PM	3.28PM	3.03PM	3.0	3.0 P **ALAMEDA PIER**
W		12.34AM	11.49PM	11.04PM	10.20PM	9.35PM	8.50PM	8.05PM	**7.40**PM	**7.30**PM	**7.05**PM	**6.30**PM	**6.05**PM	**5.30**PM	**5.05**PM	**4.30**PM	**4.05**PM	**3.30**PM	**3.05**PM	3.0	P **ALAMEDA PIER**
WF		f 12.39	f 11.54PM	f 11.09	f 10.27	f 9.42	f 8.57	f 8.12	**7.47**	f 7.37	f **7.12**	f 6.37	**6.12**	5.37	**5 12**	f 4.37	f **4.12**	f 3.37	f **3.12**	5.1	2.1 P ALAMEDA JUNCTION Double Track
W		12.55AM	12.09AM	11.24PM	10.45PM	10.00PM	9.15PM	8.30PM	8.00PM	7.55PM	7.30PM	6.55PM	6.30PM	5.55PM	5.30PM	4.55PM	4.30PM	3.55PM	3.30PM	9.8	4.7 P **HIGH ST. (ALAMEDA)**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(9.8 miles)
		0.21	0.20	0.20	0.25	0.25	0.25	0.25	0.20	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25		Time over District
		19.41	20.40	20.40	17.42	17.42	17.42	17.42	21.78	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42	17.42		Average speed per hour
		38	38	38	37	38	37	38	37	36	38	37	36	38	37	36	38	37	36		☞ Daily Run

Between Alameda Pier and Alameda Junction, trains of this line will use track 3. Westward trains will wait at Alameda Junction Fifteen (15) minutes after leaving time for the opposing Eastward train which they are scheduled to meet on double track between Alameda Junction and High Street.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:
West Alameda,
Fifth Street,
Seventh Street,
Encinal Park,
Morton Street,
Chestnut Street,
Park Street,
Versailles Avenue.
All trains except No. 856.

(Via Main Street, Central and Encinal Avenues.)

	Time Table No. 20 August 1, 1908		Distance from Alameda	FIRST CLASS																		
				801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831	833	835	837
	STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P	**SAN FRANCISCO**	Ala Pier Ferry	9.8	6.25AM	6.50AM	7.25AM	7.25AM	7.50AM	8.25AM	8.50AM	9.25AM	9.50AM	10.25AM	10.50AM	11.25AM	11.50AM	12.25PM	12.50PM	1.25PM	1.50PM	2.25PM	2.50PM
P	3.0 **ALAMEDA PIER**		6.8	6.05AM	6.31AM	7.05AM	7.06AM	7.31AM	8.06AM	8.31AM	9.06AM	9.31AM	10.06AM	10.31AM	11.06AM	11.31AM	12.06PM	12.31PM	1.06PM	1.31PM	2.06PM	2.31PM
P	**ALAMEDA PIER**	Double Track	6.8	6.02AM	**6.28**AM	**7.02**AM	**7.02**AM	**7.28**AM	**8.02**AM	**8.28**AM	9.01AM	9.26AM	10.01AM	10.26AM	s 11.01AM	11.26AM	**12.01**PM	**12.28**PM	**1.03**PM	**1.28**PM	**2.03**PM	**2.28**PM
P	2.1 ALAMEDA JUNCTION		4.7	f 5.54	f 6.20	f 6.54	f 6.54	f **7.20**	f 7.54	f **8.20**	f 8.53	f **9.18**	f 9.53	f **10.18**	f 10.53	f **11.18**	f 11.53AM	f **12.20**	f 12.55	f **1.20**	f 1.55	f **2.20**
P	4.7 **HIGH ST. (ALAMEDA)**		0.0	5.40AM	6.05AM	6.40AM	6.40AM	7.05AM	7.40AM	8.05AM	8.38AM	9.03AM	9.38AM	10.03AM	10.38AM	11.03AM	11.38AM	12.05PM	12.40PM	1.05PM	1.40PM	2.05PM
	(9.8 miles.)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			0.22	0.23	0.22	0.22	0.23	0.22	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
	Average speed per hour			19.80	18.93	19.80	19.80	18.93	19.80	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93
	Daily Run ☞			34	35	36	36	34	35	36	34	35	34	35	34	35	34	35	33 OA	37	35	33 OA

	STATIONS			839	841	843	845	847	849	851	853	855	857	859	861	863	865	867	869	871
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P	**SAN FRANCISCO**	Ala Pier Ferry	9.8	3.25PM	3.50PM	4.25PM	4.50PM	5.25PM	5.50PM	6.25PM	6.50PM	7.25PM	7.50PM	8.24PM	9.09PM	9.54PM	10.39PM	11.24PM	12.09AM	12.54AM
P	3.0 **ALAMEDA PIER**		6.8	3.06PM	3.31PM	4.06PM	4.31PM	5.06PM	5.31PM	6.06PM	6.31PM	7.06PM	7.31PM	8.06PM	8.51PM	9.36PM	10.21PM	11.06PM	11.51PM	12.36AM
P	**ALAMEDA PIER**	Double Track	6.8	**3.03**PM	**3.28**PM	**4.03**PM	**4.28**PM	**5.03**PM	**5.28**PM	**6.03**PM	**6.28**PM	**7.03**PM	**7.28**PM	8.00PM	8.45PM	9.30PM	10.15PM	11.00PM	11.46PM	12.31AM
P	2.1 ALAMEDA JUNCTION		4.7	f 2.55	f **3.20**	f 3.55	f **4.20**	f 4.55	f **5.20**	f 5.55	f **6.20**	f 6.55	f **7.20**	f **7.51**	f 8.36	f 9.21	f 10.06	f 10.51	f 11.40	f 12.25
P	4.7 **HIGH ST. (ALAMEDA)**		0.0	2.40PM	3.05PM	3.40PM	4.05PM	4.40PM	5.05PM	5.40PM	6.05PM	6.40PM	7.05PM	7.35PM	8.20PM	9.05PM	9.50PM	10.35PM	11.26PM	12.11AM
	(9.8 miles.)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.25	0.25	0.25	0.25	0.25	0.20	0.20
	Average speed per hour			18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.93	18.96	17.42	17.42	17.42	17.42	17.42	20.40	20.40
	Daily Run ☞			37	38	36	37	38	36	37	38	36	37	38	37	38	37	38	38	38

Between Alameda Pier and Alameda Junction, trains of this line will use track 3. Westward trains will wait at Alameda Junction Fifteen (15) minutes after leaving time for the opposing Eastward train which they are scheduled to meet on double track between Alameda Junction and High Street.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted above.

TRAINS WILL STOP AS FOLLOWS:
West Alameda,
Fifth Street,
Seventh Street,
Encinal Park,
Morton Street,
Chestnut Street,
Park Street,
Versailles Avenue,
All trains.

INTERLOCKING SIGNAL TOWERS.

(LOCATION.)

OAKLAND PIER TOWER.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

Westward trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to Bridge No. 2, and enginemen will, under no circumstances, run by them when at stop without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Derailing switch with two-arm semaphore pole will govern the movement of trains and engines westbound from the Old Shop Trestle Track at Oakland Pier.

Whenever large whistle on top of this Tower is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a stop and not again moved until signal is given by proper authority from the tower.

WEST OAKLAND TOWER.—Easterly on Shore End of Oakland Pier (Mole).

Towerman must use care and avoid delay to suburban trains, all times giving suburban trains preference crossing Cedar Street.

HARRISON STREET TOWER.—Crossing Fourteenth Street Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of this Tower on First Street and governs westward trains: Top arm governs west on main line to present signal near Tower; lower arm governs through new cross-over and new ''Y'' track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the Fourteenth Street Line with the old Alameda Line. Top arm governs westward trains through the cross-over and into Broadway (First Street); lower arm governs over First Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of Fourteenth Street and Alameda Line; lower arm governs through new ''Y'' and out on eastward main track on First Street.

Towerman will give preference to Fourteenth St. line trains.

SIXTEENTH STREET TOWER.—Near Sixteenth Street Depot, Oakland.

Towerman must give preference to Berryman line suburban trains.

WEBSTER STREET TOWER.—Crossing Fourteenth Street Line, Seventh and Webster Streets, Oakland.

Towerman must give preference to Fourteenth St. line trains.

KIRKHAM STREET TOWER.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from this Tower, located at First and Kirkham Streets. Westward two-arm ''home'' signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for westward trains westerly or westward main lines; lower signal good for westward trains westerly through cross-overs into main Freight Yard. Eastward trains on eastward main track governed by one-arm ''home'' signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

Towerman must give preference to Horse-shoe trains.

EAST OAKLAND TOWER.—East Oakland on First and Seventh Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. Eastward main-track signal is located about 400 feet west of cross-over.

Eastward Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

Westward trains are governed by two-arm signal located about 400 feet east of cross-over—upper arm for main track or main route; lower arm for Seventh Street Line.

Left-hand high semaphore governs track No. 1.

FRUITVALE TOWER.—At Fruitvale.

Westward main-route trains approaching this tower will be controlled by one-arm high signal on cantilever pole, and, in addition, by one-arm high signal west of tower. Westward Seventh Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one-arm high signal west of tower, and also by one-arm high signal located at junction point of main line westward and local tracks.

Westward Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

Eastward trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to Seventh Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out eastward main line, bottom arm controlling movement to Alameda Park Street Line.

Eastward Seventh Street Local, after making stop at Fruitvale Station, must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

Track 1 is governed by new left-hand high-arm signal 450 feet west of switches.

Towerman will use good judgment in the matter of handling trains in tower limits, must in all cases give the Seventh Street trains preference over other suburban or main line trains.

WEBSTER JUNCTION TOWER.—Webster Junction.

Eastward trains, Fourteenth Street Line, from Alameda Pier approaching the interlocking limits will be governed by two-arm signal: Top arm for Fourteenth Street local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Harrison Street Tower.

Eastward Alameda Horse-shoe line trains from Alameda Pier will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track.

Westward Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Harrison Street Tower.

Westward Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower arm, good on Alameda Pier route to one-arm signal 400 feet east of Alameda and Fourteenth St. line junction, which signal is good onto westward double track to Alameda Pier.

Westward Fourteenth Street line train approaching draw will receive top arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to westward track to Alameda Pier.

Eastward Alameda trains from Oakland Pier to Mastick, approaching drawbridge will receive lower arm, good over Draw to one-arm signal, which signal is good onto Eastward track Alameda. **It should be particularly noted** that the routing of two-arm signal on the north side of **Harrison Street Draw** is **just the reverse of the present.**

All switching movements through this Interlocking will be governed by Dwarf Signals.

Towerman must give Fourteenth Street line trains preference over all suburban or main line trains, but Horse-shoe trains moving Mastick to Alameda Pier must be given preference over opposing Horse-shoe trains moving Alameda Pier to Mastick.

GOLDEN GATE TOWER.—Crossing Santa Fe & Berryman Line between Golden Gate and Alcatraz Avenue.

Movement of trains over said crossing, with the ''current of traffic,'' will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by ''derailers'' about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by Interlocking System, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

Speed through Interlocking Cross-overs must not exceed 15 miles per hour.

On Double track, in Interlocking Districts, in case of accident on receipt of ''special order,'' towermen may arrange to move trains from one tower to another against the Current of Traffic, after blocking by semaphores opposing trains and having a clear understanding by telephone with each other for EACH movement, before doing this must know positively track to be used is clear of opposing engines or trains.

DRAWBRIDGE INTERLOCKED WITH SEMAPHORE SIGNALS.

HARRISON ST. DRAWBRIDGE, foot Harrison St., **Oakland,** crossing **Estuary.** Bridge Cabin on top bridge. If signals are clear proceed not exceeding 6 miles per hour. If at stop, be governed by Rule 663, page 109.

Trains or Engines must not exceed eight (8) miles per hour crossing Fernside Bridge between Fruitvale and Blanding Avenue.

AUTOMATIC SIGNAL—SEVENTH STREET LINE.

TRAINS RUNNING OVER TRESTLE ON SEVENTH-STREET LINE BETWEEN OAK STREET and Clinton Stations will be controlled by automatic signals placed at either end of the trestle at double track clearance.

Trains arriving at the trestle from either direction will proceed at once when signal stands at clear. Should signal be at danger, trains in either direction will **WAIT FIVE MINUTES,** and then proceed as per Rule 504 (page 101).

''CROSS-OVERS.''

(In using same must strictly adhere to Rule 99.)

Speed through Cross-overs must not exceed 15 miles per hour.

OAKLAND PIER.—1000 feet East Bridge No. 2, Oakland Pier Tower. For all trains.

OAKLAND (Seventh Street Line).

Washington Street. From west to east bound track.
Between Oak and Harrison Streets. Double cross-over.
East Oakland.
23rd Avenue. **West of station.**
Fruitvale.

ALAMEDA LINE (via First Street).

West Oakland Tower.
Kirkham Street Tower. Foot Kirkham Street.
Market Street.
Grove Street.
Harrison Street Tower (Franklin St.).
Jackson Street.
East End of Trestle (5th Ave.).
East Oakland.
23rd Avenue, west of station.
Fruitvale.
Alameda.
Mastick.
Webster Junction.
Oakland Junction.

BERRYMAN & WEST BERKELEY LINES.

16th St. Tower.
East of 16th St. Tower into station 16th St. station.
Emery.
Shell Mound (opposite Race Track).
East Shell Mound.
Freight House near Ashby Avenue.
Dwight Way.
Berkeley.

Also from westward track to main line tracks east of ''B'' Street near **Subway.**

HIGH ST. LINE.

Alameda Pier, 2000 feet east Depot.
Alameda Junction.
Oakland Junction.
5th Street.
Park Street.

SPECIAL RULES.

Standard clocks located in Dispatcher's Office, Oakland Pier, Oakland (Sixteenth Street) and Alameda Pier. Trainmen and enginemen must compare time on initial trip.

Bulletin boards at Oakland Pier and Alameda Pier.

Registers at Oakland Pier, Alameda Pier, also at Oakland (Sixteenth Street), for West Berkeley trains.

Automatic signals are in operation between Oakland Pier and Alameda, Park Street (via First Street), and Oakland Pier and Shell Mound, Webster Junction and Alameda Pier. (See Rules 501 to 517, inclusive, pages 101 to 103, and be governed accordingly.)

Noting Rule 504, page 101, Book of Rules, on single track trains must wait 5 minutes before following flagman under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a full stop and then proceed cautiously moving under control, this meaning ability to stop in range of vision, flagman being invariably sent ahead in stormy or foggy weather. Trainmen must not depend upon the Block System to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

On Suburban lines, where automatic signals are not installed, Rules 91 and D-91, Book of Rules, page 25, will be suspended. Movement of trains will be governed by Time Table schedule, except following trains must be kept at least 1500 feet behind leading train. Trains must strictly observe Rules 91(A), 99, 817, Book of Rules. Special precaution must be taken in foggy or stormy weather.

Trains running between Oakland Pier and Sixteenth Street, or Oakland Pier and Harrison Street, or between Webster Junction and Fourteenth Street, must be kept under control and move with care.

Immediately before starting from initial terminal trainmen must make from rear end of train the air-brake test. Enginemen after starting must also make the service test. (See Rule 888.)

At all road crossings, public and private, the bell must be rung. In dense fogs headlights to be kept burning as long as necessary.

Double track extends from Oakland Pier to Berkeley on Berryman line; Oakland Pier to Fruitvale on Seventh Street line; Oakland Pier to Elmhurst on First Street line; Alameda Pier to Blanding Avenue, via Webster Junction and Mastick (excepting crossover at Webster Junction); Alameda Junction to High Street (Alameda).

On all double tracks trains will take the right-hand track, except Seventh Street (Oakland), which will run on left-hand track between Oakland Pier and Fruitvale.

NOTE: Single track between Fruitvale and Blanding Avenue and Fruitvale and Melrose; Seventh-Street trains will use north track No. 1 between Fruitvale and Melrose.

The limits of Oakland yard will extend from the west end of the trestle east to Alice Street Niles line, to the sign board east of Webster Junction on Alameda Mastick line, through West Oakland to Oakland Pier, thence to Oakland Sixteenth-Street Station on Berkeley line.

The limits of Alameda Pier yard will extend from Alameda Pier to Fourteenth Street, Oakland, via Webster Junction, and from Alameda Pier to High Street. Within these limits trains and yard engines will run under control, keeping sharp lookout for each other. Yard engine crews must carefully observe Rules 91 and D-91, and at all times keep clear of Suburban trains and move on double track only with "Current of Traffic."

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of superiority of trains, except that freight trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all trains.

"Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." Engineman of an opposing train must run slowly so as to allow the other train to do its station work and leave before he arrives without bringing his train to a stop. The two trains must not be in the station at the same time. If two trains approach a station at the same time, westward train to have preference to station, except as instructed on Berkeley Suburban lines for Shell Mound station. SUBURBAN TRAINS will have preference over others at Oakland (Sixteenth St.) and at stations between Oakland Pier and Fruitvale. This rule must be strictly observed at Twenty-third Avenue and Fruitvale where three tracks are in operation. WESTWARD main-line trains coming into Sixteenth Street must not pass either Berkeley local train when west of the east switch of the siding, nor must enter the station at Sixteenth Street while either Berkeley train is there. Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the SPEED OF MAIN-LINE TRAINS must be reduced in passing such station, so that there will be no danger of injuring any passenger from the local train. Come to a stop if necessary. SUBURBAN TRAINS must not enter stations Oakland (Sixteenth St.), Oakland (First St.), East Oakland, Fruitvale, or in fire limits City Oakland when MAIN-LINE TRAINS are receiving or discharging passengers except when locomotive is preceded by flagman and then with great caution.

For uniformity in signals, where double-end engines are used: After the engine has been coupled on to the train ready to leave at either terminal of run, until it is detached at the other terminal, the engine should be considered on head-end, and signals given accordingly, regardless of direction in which engine is headed. When switching at terminals, signals should be according to the way engine is headed.

Street crossing-flagman will use following signals: By day—a white flag and a red flag. By night—a white lantern and a red lantern.

Conductors and Enginemen on Suburban lines are cautioned to report by wire or telephone promptly any serious delay requesting instructions, so delay to train movements can be avoided.

In case of accident or delay to trains in or about Interlocking Towers, conductors must report promptly to towerman.

OAKLAND PIER LOOKING EASTWARD.

Main tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line and suburban passenger trains;
Track No. 2 for eastward main line and suburban passenger trains;
Track No. 3 for westward main line and suburban passenger trains;
Track No. 4 for eastward main line and suburban passenger trains.

Main tracks between (16th St. Tower) Sixteenth Street, Oakland, and Shell Mound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line passenger and freight trains;
Track No. 2 for eastward main line passenger and freight trains;
Track No. 3 for westward suburban trains;
Track No. 4 for eastward suburban trains.

Main tracks between Shell Mound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North:

No. 1 for westward main line passenger and freight trains;
No. 2 for eastward main line passenger and freight trains;
No. 3 for suburban passenger trains (West Berkeley Local).

EAST OAKLAND AND FRUITVALE VIA FIRST STREET.

Main tracks between (East Oakland Tower) East Oakland and (Fruitvale Tower) Fruitvale are numbered 1, 2 and 3, numbering from the North and used as follows:

Track No. 1 for eastward Seventh Street suburban trains only;
Track No. 2 for westward main line passenger, freight and suburban trains;
Track No. 3 for eastward main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. Suburban trains of Alameda line will use main-line double track between West Oakland and Fruitvale.

Suburban trains westward will use westward main track (2), between Fruitvale and East Oakland, Seventh Street trains crossing over to proper tracks at East Oakland.

ALAMEDA PIER.

Main tracks between Alameda Pier, Alameda Junction, Webster Junction and Blanding Avenue, Alameda, are numbered looking from North to South as No. 1, 2 and 3:

Track No. 1 for westward trains and Horse-shoe trains moving from Blanding Junction, via Mastick, to Alameda Pier;

Track No. 2 for eastward trains and Horse-shoe trains moving from Alameda Pier to Blanding Avenue, via Mastick.

Track No. 3 for eastward and westward High Street trains.

SPECIAL INSTRUCTIONS.

SWITCH TENDERS are located at the following points:

Shell Mound, switch-house opposite race track, junction West Berkeley line.

Berkeley, University Avenue, end of double track.

Junction switch at end of double track, Blanding Avenue, Alameda.

End of Double track, Alameda Junction, High St. line.

Yard switches approaching **station tracks, Alameda Pier.**

End double track High Street, High St. line.

When switch tenders are off duty at any of these points, trainmen must handle switches.

Trains must approach switches, at these points, under control, and call for signal from switch tender before proceeding. His signals must be respected.

The following blasts of the whistle must be given by Suburban trains as identification to switch tenders and towerman for movement over the different routes:

West Berkeley Line trains will give three short and one long blast of whistle, thus: o o o ———

Trains of Berryman line will give one long, one short and one long, thus: ——— o ———.

Trains of the Oakland Seventh Street line will give two short, one long and one short blast of the whistle, thus: o o ——— o.

Trains of the Oakland Fourteenth Street line will give two short and two long blasts of the whistle, thus: o o ——— ———

Trains moving via Fruitvale to Alameda and thence to Oakland Pier, via Harrison Street bridge, or vice versa, will give one short, one long and one short blast of the whistle, thus, o ——— o.

Horse-shoe trains moving between Oakland Pier and Alameda Pier will give two long and one short blast of the whistle, thus: ——— ——— o.

Trains of the High Street (Alameda) line will give one short, one long, one short and one long blast of the whistle, thus: o ——— o ———.

Main line trains moving via Niles, or via Harrison Street bridge, will observe Rule 14, page 16, and Rule 98, page 27, and Rule 663, page 109. Horse-shoe or Main Line trains crossing Harrison Street bridge, from or to East Oakland or Elmhurst will give two long and three short blasts of whistle, thus: ——— ——— o o o, as a signal to towermen or switchtenders. The above whistle signals must be adhered to.

MANUAL BLOCK, FRUITVALE AND BLANDING AVENUE.

Between 5.30 a. m. and 1.05 a. m. Manual Block will be operated by Towerman Fruitvale Tower and Signalman (Switchtender) Blanding Avenue.

EASTWARD TRAINS will be governed by lower arm of the two-arm interlocking signal at the **JUNCTION SWITCH, FRUITVALE.** Thence to Blanding Junction. **EASTWARD TRAINS** finding such signal at ''proceed'' will move to Blanding Avenue with ''right over'' **WESTWARD** trains. If there be switch engine or other irregular train in these limits, a permissive card will be furnished by the towerman or signalman. Towerman Fruitvale Tower before placing **INTERLOCKING SIGNAL,** as described, at ''proceed,'' must have clear understanding by telephone with the signalman at Blanding Avenue, and know that the **WESTWARD OPPOSING TRAIN** is held for the **EASTWARD** train.

IF AN EASTWARD TRAIN is 10 minutes or more late, and having a time table meet at Blanding Avenue, it should be side-tracked on the siding at Fruitvale by hand-throw switch opposite the tower, providing westward train is on time. **AFTER PROPER OPPOSING TRAIN** has arrived, the eastward train may move through the siding after it has procured a clearance card from the towerman, towerman, before issuing such clearance card, must have an understanding with the signalman at Blanding Avenue, that the **next opposing westward train has been held.**

In cases where the eastward train is behind time and cannot make Blanding Avenue under time table rights, and the interlocking signal has failed, and towerman has to give a green-flag signal, conductors must procure a clearance card indicating that they have a clear track to Blanding Avenue against opposing trains.

If telephone should fail and communication cannot be had, trains will move on time-table rights and under a caution card issued by the towerman. The towerman at Fruitvale and the signalman at Blanding Avenue must keep correct register of train movements.

When Switchtender at Blanding Avenue is off duty, trains will be governed by Time Table as to train movements.

SEVENTH ST. LINE—OAKLAND, FRUITVALE AND MELROSE.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour, and passing any station on the Seventh Street line, including Twenty-third Avenue, unless the train shall stop at said station the speed is limited to eight miles per hour through the block in which the station is situated, and the speed of all trains is limited to twelve miles per hour between the westerly line of Washington Street and the easterly line of Franklin Street.

Between **Oakland Pier and Bay street and Fallon Street and Fruitvale** the track is **NOT through any public street,** and the speed may be as great as is practicable, care being taken to slow down to eight (8) miles an hour crossing Park Avenue at Twenty-third Avenue station.

Under the provisions of an amended city ordinance trains in **Seventh Street must not meet between a point one hundred feet west** of the westerly line of Washington Street and **one hundred feet east** of the easterly line of Broadway. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary for one train to pass by another within these limits, only one train may be moved at a time.

Trains must use care and avoid blocking Broadway when making stop at Seventh and Broadway.

Under the provisions of a city ordinance crossing-flagmen have been placed at Webster, Franklin, Broadway, Washington, West, Clay, Market and Myrtle Streets, and Park or Twenty-third Avenue. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flagman's signal cannot be seen trains must run with greater care. **Use great care in foggy weather.**

Between East Oakland and Melrose, track No. 1 will be used for eastward movement of Seventh Street suburban trains. For westward movement of such trains, track No. 1 will be used between Melrose and Fruitvale, and track No. 2 between Fruitvale and East Oakland.

At Fruitvale, care must be given and Rule 99 adhered to when running around trains from track No. 1 to track No. 2.

EAST OAKLAND AND ALAMEDA PIER, VIA FIRST ST. LINE.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice Streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, speed must be reduced to eight (8) miles an hour; also see Seventh Street line.

By ordinance, trains are prohibited from meeting between a point one hundred feet west of the westerly line of Washington Street and one hundred feet east of the easterly line of Broadway, Oakland. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear car of the opposing train. If, on account of accident, it should be necessary to get one train by another within these limits, only one train must be moved at a time, and locomotive preceded by flagman.

Under the provisions of a city ordinance crossing-flagmen have been placed at Alice Street, First and Jackson, First and Oak, Franklin Street, Broadway, Washington, Clay, Jefferson, Grove, Market and Pine Street; also at Park Street, Alameda, and Fruitvale Avenue, Fruitvale. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flag signal cannot be seen trains must run with greater care. Use great care in foggy weather.

Trains must use care and, if possible, avoid blocking Broadway when making stop at First and Broadway.

The limits of Oakland Yard will extend from West end of trestle east of Alice Street, on Niles Line and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Eastward trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight to eastward main line track.

Trains must avoid blocking Park Street when making stop at Alameda.

The junction double-track switch at Blanding Avenue will stand normally for eastward trains. When used must be restored to such position.

BERRYMAN AND WEST BERKELEY.

Semaphore signal located at a point 300 feet west Shell Mound station, opposite stops to Park, will govern movement westward West Berkeley trains going onto local track. Westward West Berkeley trains must not pass this semaphore standing at danger until flagman has been sent out to give proper protection. Eastward West Bereley line trains must protect themselves while crossing over to West Berkeley track at Shell Mound.

Semaphore signal at a point eight hundred feet east of Shell Mound station, will be used to protect eastward West Berkeley line tains crossing westward local track against trains of the Berryman Line. Trains of the Berryman Line must not pass the semaphore, standing at **stop** until flagman has been sent ahead to give proper protection.

On race days or when large picnics are held at Shell Mound, trains from either direction finding semaphores at Emery or Shell Mound in stop position must not pass without proper protection, sending flagman ahead if necessary.

In foggy weather every precaution must be taken, strictly adhering to rule No. 99.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to twenty-two miles per hour between Bay Street and Seward Street. See Seventh St. line.

Under the provision of a Berkeley city ordinance the rate of speed of engines or trains crossing University Avenue and Delaware Street on the West Berkeley line, and crossing Alcatraz Avenue, Ashby Avenue, Dwight Way, Center Street and University Avenue on the Berryman line is limited to ten miles per hour.

Between University Avenue and Bancroft Way speed must not under any circumstances exceed ten miles per hour.

Speed of Berryman line trains around curve at Shell Mound must not exceed thirty miles per hour.

Under the provisions of Berkeley city ordinance crossing-flagmen have been placed at Center Street and Alcatraz Avenue. Enginemen must watch carefully for signal from the flagmen in crossing said streets. When flag signals cannot be seen trains must run with greater care. Use great care in foggy weather.

The junction double-track switch at Berkeley will stand normally for westward track and must be opened and closed for eastward trains. Westward trains must approach junction switch under control. This switch will be handled by switch tenders. Their signals must be respected.

SPECIAL INSTRUCTIONS—Continued.

OAKLAND—FOURTEENTH STREET AND WEBSTER STREET LINE.

Crossing-flagmen have been placed at Seventh and Webster, Eighth and Webster, Eleventh and Webster, Twelfth and Webster, Thirteenth and Webster. Enginemen must watch carefully for signal when crossing said streets. When flag signal cannot be seen, trains must run with greater care. Use great care in foggy weather.

Trains must use care and avoid blocking Seventh Street when making stop at Seventh and Webster; also avoid blocking Thirteenth Street, if possible.

ALAMEDA PIER AND HIGH STREET.

Trains must use care and avoid blocking Park Street when making stop at this station.

SEVENTH ST. LINE—OAKLAND, FRUITVALE AND MELROSE.

Capacity of Sidings, East Oakland.

Looking **south** tracks are numbered 1, 2, 3 and 4.

Track 1 holds 20 Seventh St. coaches or 19 Alameda cars without engine.

Track 2 holds 15 Alameda cars without engine.

Track 3 holds 11 Alameda cars without engine.

Track 4 holds 11 Alameda cars without engine.

At East Oakland trains will be sidetracked as follows: **Daily,** Run 5 will tie up on track No. 4, engine on east end; Run 7 will tie up on track No. 3, engine on east end; Run 6 will tie up on west end of track No. 2, engine on east end; Run 8 will tie up on east end of track No. 2, engine on west end, except Saturday night, **engine on east end.**

Mornings, Run 1 will take train from east end of track No. 2; Run 2 will take train from west end of track No. 2; Run 3 will take train from track No. 3; Run 4 will take train from track No. 4.

Fruitvale "run around" clears 10 cars. Trains must keep Fruitvale Avenue open. If necessary after "running around," pulling cars west of street.

Melrose "run around" clears 16 cars.

WEST BERKELEY LINE.

Capacity of Sidings, West Berkeley.

"Run around" clears 6 cars with an engine.

Care should be taken to avoid blocking Delaware street.

Run around, Shell Mound, holds 5 cars without engine.

East end long run around, Shell Mound, holds 3 cars without engine.

Trains will be sidetracked with their engines as below:

Run 28 on House track east of Delaware Street.

Run 27 on spur west of station.

Run 29 on main track in front of depot.

Mornings, Run 26 on week days and Run 26 on Sunday will take cars from main track in front of depot. Week days Run No. 27 will take cars from House track; Run No. 28 will take cars from west spur.

Engines and cars may be changed at Sixteenth Street, Oakland, as conditions make it necessary, hostler from roundhouse making engine changes.

BERRYMAN LINE.

Capacity of Sidings, Berryman.

"Run around" track clears 10 long cars with an engine and leaving Vine Street open.

Middle spur holds 4 short cars without engine.

Outside spur holds 5 cars without engine.

Hole spur holds 3 short cars without engine.

At Berryman trains will be sidetracked as follows: **Daily,** Run No. 22 will tie up on outside spur, engine to remain on the train; Run 24 on middle spur; Run 23 on Hole spur; Run 25 on main track.

Mornings, Run 18 will take train from Hole spur with engine of No. 500; the train on Hole spur will be first out every morning; Run 19 will take train from middle spur; Run 20 will take train from main track; Run 21 will take train from outside spur.

ALAMEDA LINE—HORSE-SHOE.

Alameda "run around" at Alameda clears 10 cars with an engine.

AT EAST OAKLAND.

Swing trains will be sidetracked as follows, but must be placed close together:

Run 10 will tie up on west end of track No. 1. **(Note.—** engine on west end of trains, Saturday night only); Run 14 will tie up on track No. 1; Run 16 will tie up on east end of track No. 1; Run 15 will tie up on Park tracks; Run 17 will tie up on Park tracks. **All engines on east end** (except Run 10 on Saturday nights as directed above).

Week day mornings, Run No. 10 will take train from Park track; Run No. 12 will take train from Park track; Run No. 9 will take train from east end of track No. 1; Run No. 11 will take train from track No. 1; Run No 13 will take train from west end of track No. 1.

Sunday mornings, Run No. 11 will take train from Park track; Run No. 10 will take train from Park track; Run No. 12 will take train from east end of track No. 1; Run No. 13 will take train from track No. 1; Run No. 9 will take train from west end of track No. 1.

At Alameda Pier trains will take out same set cars morning up to 6.35 A. M., and evenings after 7 P. M.

Special orders covering same will be issued.

FOURTEENTH ST. LINE—OAKLAND.

Week days, train and engine crew of Run 31 will deadhead to Alameda Pier on No. 703; hostler to bring engine to Pier for engine crew from roundhouse.

Sundays, same programme, except will deadhead on No. 705.

Run No. 35 will tie up at Fourteenth Street.

Train stands on main track between Webster and Franklin Streets.

Swing run train and engine crew No. 33 O. A. will deadhead on No. 725 to Alameda Pier and report on High Street train 12.05 P. M.; Hostler bringing engine to Alameda Pier for service; runs on Alameda until 2.28 P. M., then deadhead on 3.05 P. M. trip to Fourteenth Street and take out 3.18 P. M. train, relieving run No. 31.

Hostler taking charge of engine until engine crew returns unless engine can be put on train leaving at 3.05 P. M. without delay.

Oakland Fourteenth Street crews will switch and place cars on their trains and on Horse-shoe trains at Alameda Pier when desired.

HIGH ST. LINE—ALAMEDA.

Tracks at High Street looking north to south are numbered 1, 2, 3, and "run around" or main track.

Trains will sidetrack as follows:

Run No. 36 on track 1.

Run No. 38 on track 2.

Run No. 37 on track 3.

Starting in mornings as special instructions may indicate.

Engine changes not specified above will be made by round-house authorities as conditions make same necessary. Special instructions will be issued by round-house authorities for said changes. Care taken by all concerned, in all cases, to avoid delay to train movement. Enginemen must watch closely requirements for fuel, and give ample notice when same is wanted.

In case "engine changes" are to be made by West Oakland roundhouse to outside terminals, excepting Oakland Pier, a yardman to pilot such engine must be provided. This must be done always after dark.

SIGNS AND CHARACTERS.

In addition to Rule 6 and 6 A, Book Rules, the following signs will be used. W—Water. P—Telephone or Telegraphone.

COMPANY SURGEONS—SUBURBAN LINES.

Name.	Location.	District.
Dr. F. K. Ainsworth, manager, chief surgeon	San Francisco, Cal	San Francisco, Cal.
Dr. W. B. Coffey, division surgeon	" " "	" " "
Dr. J. H. O'Connor	" " "	" " "
Dr. S. J. Gardner	" " "	" " "
Dr. G. H. Powers, oculist and aurist	" " "	" " "
Dr. Redmond Payne, oculist and aurist	" " "	" " "
Dr. Geo. R. Carson, asst. to staff	" " "	" " "
Dr. V. P. Brown	" " "	" " "

Name.	Location.	District.
Dr. J. J. Meiggs, consulting surgeon	Oakland	Between Oakland Pier and San Leandro.
Dr. J. P. Dunn, surgeon	"	" " " " " "
Dr. E. F. Card, oculist and aurist	"	" " " " " "
Dr. W. K. Sanborn, emergency surgeon	West Oakland	" " " " " "
Dr. J. I. Vickerson	" "	" " " " " "
Dr. J. C. McCleave	Berkeley, Cal	" " " " " "
Dr. E. N. Keys	Alameda	Oakland Pier, Alameda and Alameda Pier.

HOSPITALS—General Hospital, Southern Pacific Hospital, Sacramento (pending reconstruction of General Hospital at San Francisco, Cal.), Emergency Hospital, West Oakland, Dist. Hospitals, Oakland Central Hospital, Oakland, Cal.

NOTE: Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

SPECIAL INSTRUCTIONS—Continued.

The small figures in each column under train number denote the number of the run daily and all runs will change daily, GOING FROM A HIGHER TO THE NEXT LOWER NUMBER. On Sundays if train does not run, fall back to proper train according to run. Exception see note. 14th Street Line.

When from any cause a crew finds itself on a run not assigned to it for the day, under the foregoing rule, they will continue on that run until finished or they receive orders to the contrary.

All crews must report promptly to the crews they relieve.

Train and Engine crews must report fifteen (15) minutes before starting from Initial Terminals. Train and Engine crews will remain together.

NOTE TIME OF RUNS BELOW.

OAKLAND, SEVENTH ST.

Run	1	starts East Oakland	5.26 a. m.,	closes	1.02 p. m.
	2	" "	5.22 a. m.,	"	2.42 p. m.
	3	" "	5.42 a. m.,	"	12.22 p. m.
	4	" "	6.02 a. m.,	"	3.22 p. m.
	5	" "	12.22 p. m.,	"	7.25 p. m.
	6	" "	2.42 p. m.,	"	12.45 a. m.
	7	" "	1.02 p. m.,	"	8.05 p. m.
	8	" "	3.22 p. m.,	"	2.18 a. m.

All runs change at **East Oakland daily.** Relief crews must report promptly to the crew they relieve.

BERRYMAN LINE.

Run	18	starts Berryman	5.25 a. m.,	closes	1.04 p. m.
	*19	" "	5.45 a. m.,	"	2.44 p. m.
	20	" "	6.05 a. m.,	"	12.24 p. m.
	*21	" "	6.25 a. m.,	"	3.24 p. m.
	22	" "	12.45 p. m.,	"	7.04 p. m.
	23	" "	3.05 p. m.,	"	12.24 a. m.
	24	" "	1.25 p. m.,	"	7.44 p. m.
	25	" "	3.45 p. m.,	"	2.04 a. m.

All runs change at Berryman daily. Relief crews must report promptly to the crew they relieve.

*Train and engine crew of Run No. 19 will stand for No. 502, and will deadhead to Oakland Pier on No. 469 or No. 471 (not later than No. 471), and take train due to leave at 5.41 p. m. Train and engine crew of Run No. 21 will deadhead to Oakland Pier on No. 471 or No. 473 (not later than No. 473), and take out No. 504 leaving at 6.01 p. m.

This to be daily, Saturdays and Sundays excepted. Special order will be given in each case for holidays.

Locomotives for these two trains will be handled to and from roundhouse by hostlers.

In case serious delay to 471 or 473, D. H. crews must advise Superintendent's office quickly.

During racing season on "special order" race crews and engines will run 502 and 504.

WEST BERKELEY.

Run 26 starts West Berkeley 5.22 a. m., closes West Berkeley 2.43 p. m.

Run 27 starts West Berkeley 6.03 a. m., off at West Berkeley 9.50 a. m.; starts West Berkeley 4.43 p. m., closes West Berkeley 7.23 p. m.

Run 28 starts West Berkeley 6.43 a. m., off at West Berkeley 8.30 a. m.; starts West Berkeley 4.23 p. m., closes West Berkeley 7.03 p. m.

Run 29 starts West Berkeley 2.43 p. m., closes West Berkeley 1.02 a. m.

All runs change daily at West Berkeley. Relief crews must report promptly to the crew they relieve.

ALAMEDA HORSE-SHOE TRAINS.
PIER TO PIER.

Run 9 week days starts at East Oakland 5.35 a. m., closes at East Oakland 11.32 a. m.

Run 9 Sundays starts at East Oakland at 7.58 a. m., closes at East Oakland 11.32 a. m.

Run 10 week days starts East Oakland 5.15 a. m., closes Oakland Pier at 8.45 a. m.; starts at Oakland Pier 5.00 p. m., closes at East Oakland 7.37 p. m.

Run 10 Sundays starts East Oakland 6.13 a. m., closes at Oakland Pier at 8.45 a. m.; starts at Oakland Pier at 4.00 p. m., closes at East Oakland at 7.37 p. m.

Engine crew Run No. 10 will take their engine to roundhouse and get same in time for evening run. Week days and Sundays.

Run 11 daily starts at East Oakland at 5.55 a. m., closes at East Oakland at 3.52 p. m.

Run 12 week days starts at East Oakland at 5.27 a. m., closes at East Oakland 2.32 p. m.

Run 12 Sundays starts at East Oakland 6.35 a. m., closes at East Oakland 2.32 p. m.

Run 13 week days starts at East Oakland 6.00 a. m., closes at East Oakland 2.52 p. m.

Run 13 Sundays starts at East Oakland 6.55 a. m., closes at East Oakland 2.52 p. m.

Run 14 daily starts at East Oakland at 11.32 a. m., closes at East Oakland 7.32 p. m.

Run 15 daily starts at East Oakland 2.52 p. m., closes at East Oakland 12.37 a. m.

Run 16 daily starts at East Oakland 2.32 p. m., closes at East Oakland at 1.03 a. m.

Run 17 daily starts at East Oakland 3.52 p. m., closes at East Oakland 2.10 a. m.

All runs change daily. Relief crews must report promptly to catch their trains at East Oakland. An X indicates the change.

Crews standing for run 9 Sundays must not lay off Fridays and Saturdays.

(See Instructions Above.)

FOURTEENTH ST., OAKLAND.

NOTE.—Train and engine crews on this line will change going from a lower number to a higher one.

Week days, Run 30 starts Fourteenth St. 5.53 a. m. } Closes Fourteenth St.
Sundays, " " " " 6.47 a. m. } 3.40 p. m.

31 D. H. from Fourteenth St. 6.18 a. m. week days, Sundays 6.47 a. m. on No. 705, closes Fourteenth St. 3.15 p. m.

32 starts Fourteenth St. 3.53 p. m., closes 12.45 a. m.

33 O. A., D. H. 11.18 a. m. to Alameda Pier. Report on High St. train 12.05 p. m. until 2.28 p. m. and D. H. on 3.05 p. m. train to Fourteenth St. Take out 3.18 p. m. train from Fourteenth St. and close at 6.28 p. m. at Alameda Pier and D. H. home on 7.05 p. m. train after switching 6.28 p. m. boat trains around.

HIGH ST. (ALAMEDA.)

Run 33 O. A. starts 12.05 p. m., closes 2.28 p. m. Then on Fourteenth St. trains. See Fourteenth St. Line.

34 starts High St. 5.40 a. m., closes High St., 12.55 p. m.

35 " " 6.05 a. m., " " 2.55 p. m.

36 **Swing starts High St. 6.40 a. m., closes Alameda Pier 8.26 a. m.**
Starts Alameda Pier 3.05 p. m., closes High St. 7.55 p. m.

37 " High St. 1.05 p. m., close High St. 10.45 p. m.

38 " " 3.05 p. m., " " 12.55 a. m.

TELEPHONE STATIONS AND NUMBERS THEREOF.

Oakland Pier (S. P. Co.)	Oakland	1003
S. P. Central (West Oakland)	"	723
Pine St. (West Oakland) Gonzales' Drug Store	"	5068
Center St.	"	4676
Adeline St.	"	4118
Seventh and Broadway	"	738
East Oakland	Merritt	16
*Fruitvale	"	466
Sather	"	27
Melrose	"	193
Sixteenth St. Station	Oakland	1458
Emery	Piedmont	1478
Alcatraz Ave.	Berkeley	1107
Berkeley	"	19
Berryman	"	516
Station 14th St. and Webster	Oakland	170
First and Broadway	"	7960
Park St. (Alameda)	Alameda	1645
Alameda Pier	Oakland	1882
Fifth St. (High St. line)	Alameda	2394
Seventh St.	"	1403
Morton St.	"	1656
Park St. (High St. line)	"	583
Versailles Ave.	"	2244
High St.	"	599
Bay St. Store	"	2006
*Stock Yards	Piedmont	967
*West Berkeley	Berkeley	791

Telephone in all interlocking towers, also switchhouses noted below:

Oakland Pier.
Shell Mound.
Blanding Avenue.
Alameda Pier.

*Telegraphones.

WESTERN DIVISION.

OAKLAND PIER PASSENGER FERRY BOATS will run as indicated below:

Will be governed in movements on pages 8, 9, 10 and 11.

1st day.	Start Oakland Pier 6.05 a. m.	Tie up, San Francisco, 7.08 p. m.
2nd day.	Start San Francisco 6.00 a. m.	Tie up, Oakland Pier, 12.38 a. m. (Vacating slip Oakland Pier.)
3rd day.	Start Oakland Pier 6.08 a. m.	Tie up, Oakland Pier, 1.38 a. m. **And Repeat.**

When from any cause a boat finds itself on a run not assigned to it for the day under above instructions, they will continue on that run until finished or they receive orders to contrary.

ALAMEDA PIER PASSENGER FERRY BOATS will run as indicated below:

Will be governed in movements on pages 18 and 19.

1st day.	Start Alameda Pier 6.05 a. m.	Tie up, San Francisco, 12.44 a. m.
2nd day.	Start San Francisco 6.10 a. m. week days; 7:10 a. m. Sunday.	Tie up, Alameda Pier, 8.20 p. m.

Alternate every other day.

Steamer tieing up Alameda Pier 8.20 p. m. must be kept under steam for emergency, in case steamer that is running fails or cannot make its schedule.

Steamers on this line will change onto night runs every second Sunday evening.

Eastward. FROM SAN FRANCISCO—OAKLAND HARBOR FERRY: San Francisco and Oakland.—TOWARD SAN FRANCISCO. Westward.

								Distance from San Francisco	SCHEDULE A	Distance from Oakland								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
8.00PM	6.00PM	4.00PM	2.00PM	12.00M	10.00AM	8.00AM	6.00AM	0.0	**SAN FRANCISCO**	6.4	7.35AM	9.35AM	11.35AM	1.35PM	3.35PM	5.35PM	7.35PM	*9.35PM
8.35PM	6.35PM	4.45PM	2.35PM	12.35PM	10.35AM	8.35AM	6.35AM	6.4	**OAKLAND** (Broadway Wharf)	0.0	7.00AM	9.00AM	11.00AM	1.00PM	3.00PM	5.00PM	7.00PM	9.00PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

* After completing 9.00 p. m. trip from Oakland (Broadway Wharf) to San Francisco, if no vacant slip to tie up for night, return to Oakland Pier, Alameda Pier or marine ways, for such purpose.

									Distance from San Francisco	SCHEDULE A (2)	Distance from Oakland									
Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only
11.05PM	9.00PM	7.00PM	5.00PM	3.00PM	1.00PM	11.00AM	9.00AM	7.00AM	0.0	**SAN FRANCISCO**	6.4	6.35AM	8.35AM	10.35AM	12.35PM	2.35PM	4.35PM	6.35PM	8.35PM	11.05PM
11.40PM	9.35PM	7.35PM	5.35PM	3.35PM	1.35PM	11.35AM	9.35AM	7.35AM	6.4	**OAKLAND** (Broadway Wharf)	0.0	6.00AM	8.00AM	10.00AM	12 00M	2.00PM	4.00PM	6.00PM	8.00PM	10.30PM
Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only

FOR SUNDAYS AND HOLIDAYS ONLY, WHEN SPECIAL ORDER IS GIVEN.											Distance from San Francisco	Special Order SCHEDULE B	Distance from Oakland	FOR SUNDAYS AND HOLIDAYS ONLY, WHEN SPECIAL ORDER IS GIVEN.											
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave		**STATIONS**		Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
9.45PM	8.15PM	6.45PM	5.15PM	3.45PM	2.15PM	12.45PM	11.15AM	9.45AM	8.15AM	6.45AM	0.0	**SAN FRANCISCO**	6.4	6.35AM	8.05AM	9.35AM	11.05AM	12.35PM	2.05PM	3.35PM	5.05PM	6.35PM	8.05PM	9.35PM	**11.05PM
10.20PM	8.50PM	7.20PM	5.50PM	4.20PM	2.50PM	1.20PM	11.50AM	10.20AM	8.50AM	7.20AM	6.4	**OAKLAND** (Broadway Wharf)	0.0	6.00AM	7.30AM	9.00AM	10.30AM	12.00 M	1.30PM	3.00PM	4.30PM	6.00PM	7.30PM	9.00PM	10.30PM
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive				Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave

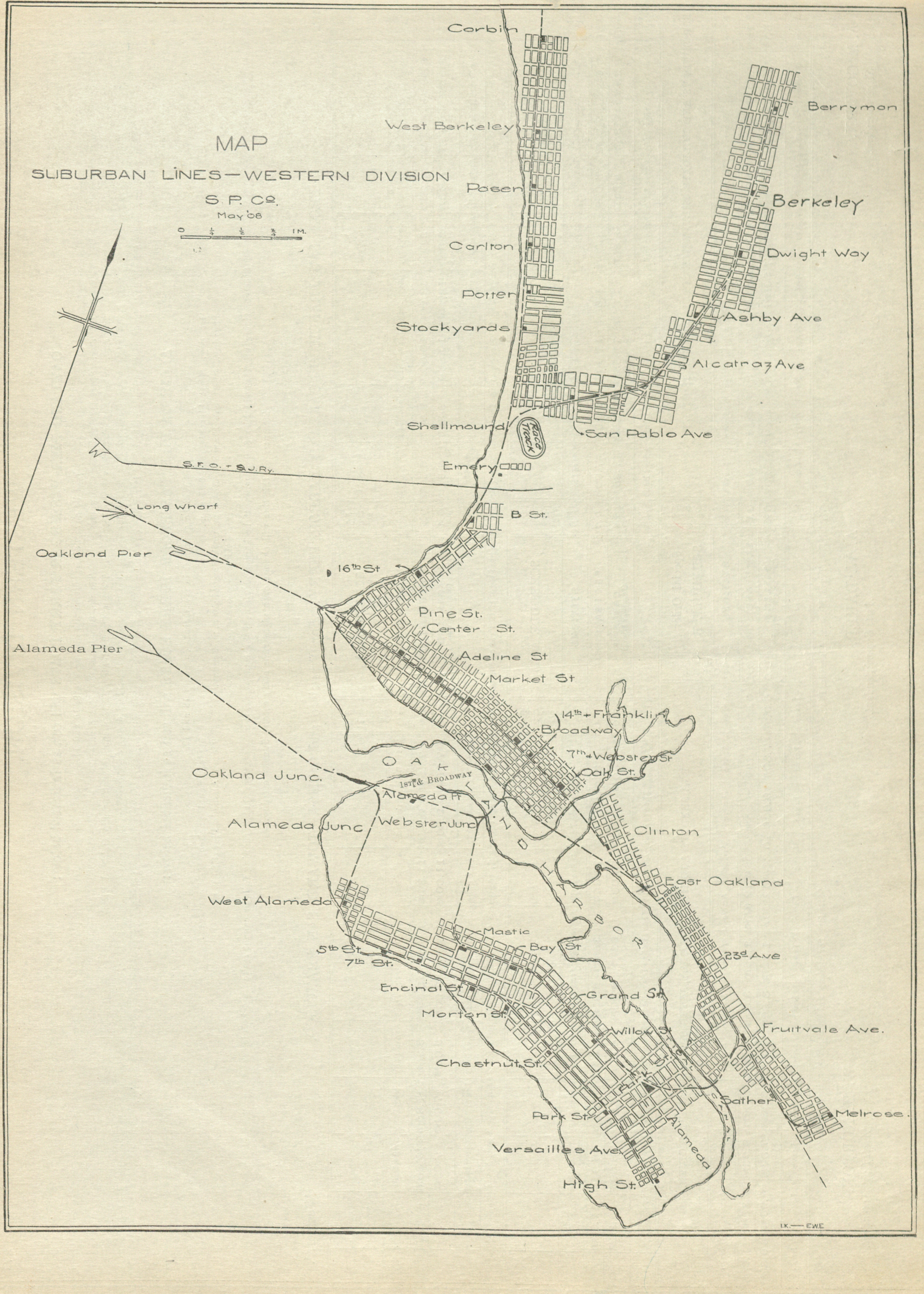
A. H. WALKER, Train Master, Alameda Pier.

**Report for orders unless otherwise instructed.

W. A. McGOVERN,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.



MAP

SUBURBAN LINES—WESTERN DIVISION

S.P. Co.

May '08

0 1/4 1/2 3/4 1M.
Corbin
West Berkeley
Posen
Carlton
Potter
Stockyards
Shellmound
Race Track
San Pablo Ave
Emery
S.F.O. & S.J. Ry.
Long Wharf
B St.
Oakland Pier
16th St
Berryman
Berkeley
Dwight Way
Ashby Ave
Alcatraz Ave
Pine St.
Center St.
Alameda Pier
Adeline St
Market St.
14th & Franklin
Broadway
7th & Webster St
Oak St.
OAKLAND HARBOR
Oakland Junc.
1ST & BROADWAY
Alameda Pt
Alameda Junc
Webster Junc
Clinton
East Oakland
West Alameda
Mastic
Bay St
5th St.
7th St.
23d Ave
Encinal St
Grand St
Morton St.
Willow St
Fruitvale Ave.
Chestnut St.
Park St
Sather
Melrose.
Park St.
Alameda
Versailles Ave.
High St.
I.K.—E.W.E.